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MEETING OF THE

TRANSPORTATION COMMITTEE

Thursday, August 7, 2014
10:00 a.m. – 12:00 p.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Board Room
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

Agendas & Minutes for the Transportation Committee are also available at: <http://www.scag.ca.gov/committees/Pages/default.aspx>

SCAG, in accordance with the Americans with Disabilities Act (ADA), will accommodate persons who require a modification of accommodation in order to participate in this meeting. SCAG is also committed to helping people with limited proficiency in the English language access the agency's essential public information and services. You can request such assistance by calling (213) 236-1858. We require at least 72 hours (three days) notice to provide reasonable accommodations. We prefer more notice if possible. We will make every effort to arrange for assistance as soon as possible.

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Transportation Committee

Members –August 2014

Members

Representing

Chair*	1. Hon. Alan Wapner	Ontario	SANBAG
Vice-Chair*	2. Hon. Barbara Messina	Alhambra	District 34
	3. Hon. Dante Acosta	<i>La Canada Flintridge</i>	District 67
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	* 5. Hon. Michael D. Antonovich		Los Angeles County
	* 6. Hon. Rusty Bailey	<i>Riverside</i>	District 68
	* 7. Hon. Bruce Barrows	<i>Cerritos</i>	District 23
	* 8. Hon. Glen Becerra	<i>Simi Valley</i>	District 46
	9. Hon. Russell Betts	<i>Desert Hot Springs</i>	CVAG
	* 10. Hon. Art Brown	<i>Buena Park</i>	District 21
	11. Hon. Diana Lee Carey	<i>Westminster</i>	OCCOG
	* 12. Hon. Jonathan Curtis	<i>La Canada Flintridge</i>	District 36
	* 13. Hon. Gene Daniels	<i>Paramount</i>	District 24
	* 14. Hon. Paul Eaton	<i>Montclair</i>	District 9
	* 15. Hon. Roy Francis	<i>La Habra Heights</i>	District 31
	* 16. Hon. Mario Guerra	<i>Downey</i>	GCCOG
	17. Hon. Bert Hack	<i>Laguna Woods</i>	OCCOG
	* 18. Hon. Matthew Harper	<i>Huntington Beach</i>	OCTA
	* 19. Hon. Carol Herrera	<i>Diamond Bar</i>	District 37
	20. Hon. Bill Hodge	<i>Calexico</i>	ICTC
	* 21. Hon. Steve Hofbauer	<i>Palmdale</i>	District 43
	* 22. Hon. Jose Huizar	<i>Los Angeles</i>	District 61
	* 23. Hon. Jim Hyatt	<i>Calimesa</i>	District 3
	24. Hon. Trish Kelley	<i>Mission Viejo</i>	OCCOG
	25. Hon. Randon Lane	<i>Murrieta</i>	WRCOG
	26. Hon. James C. Ledford	<i>Palmdale</i>	North L. A. County
	* 27. Hon. Michele Martinez	<i>Santa Ana</i>	District 16
	* 28. Hon. Andrew Masiel, Sr.		Pechanga Band of Luiseño Indians
	29. Hon. Brian McDonald		Chemehuevi Indian Tribe
	* 30. Hon. Ryan McEachron	<i>Victorville</i>	SANBAG
	* 31. Hon. Marsha McLean	<i>Santa Clarita</i>	North L. A. County
	* 32. Hon. Dan Medina	<i>Gardena</i>	District 28
	* 33. Hon. Keith Millhouse	<i>Moorpark</i>	VCTC
	* 34. Hon. Leroy Mills	<i>Cypress</i>	District 18

Transportation Committee

Members –August 2014

Members

Representing

* 35. Hon. Brett Murdock	<i>Brea</i>	District 22
* 36. Hon. Kris Murray	<i>Anaheim</i>	District 19
* 37. Hon. Frank Navarro	<i>Colton</i>	SANBAG
* 38. Hon. Shawn Nelson		Orange County
* 39. Hon. Pam O'Connor	<i>Santa Monica</i>	District 41
40. Hon. Micheál O'Leary	<i>Culver City</i>	WSCCOG
* 41. Hon. Gary Ovitt		San Bernardino County
* 42. Hon. Bernard C. Parks	<i>Los Angeles</i>	District 55
* 43. Hon. Linda Parks		Ventura County
* 44. Hon. Gregory Pettis	<i>Cathedral City</i>	District 2
45. Hon. Teresa Real Sebastian	<i>Monterey Park</i>	SGVCOG
* 46. Hon. Ronald Roberts	<i>Temecula</i>	District 5
47. Hon. Dwight Robinson	<i>Lake Forest</i>	OCCOG
* 48. Hon. Adam Rush	<i>Eastvale</i>	RCTC
49. Hon. Damon Sandoval		Morongo Band of Mission Indians
50. Hon. Larry Smith	<i>Hemet</i>	WRCOG
51. Hon. David Spence	<i>La Cañada/Flintridge</i>	Arroyo Verdugo Cities
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53. Hon. Tim Spohn	<i>City of Industry</i>	SGVCOG
54. Hon. Barb Stanton	<i>Town of Apple Valley</i>	SANBAG
* 55. Hon. Jeff Stone	<i>Riverside County</i>	Riverside County
* 56. Hon. Jess Talamantes	<i>Burbank</i>	District 42
57. Hon. Brent Tercero	<i>Pico Rivera</i>	GCCOG
58. Hon. Michael Wilson	<i>Indio</i>	District 66

* Regional Council Member

TRANSPORTATION COMMITTEE

AGENDA

AUGUST 7, 2014

The Transportation Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Alan Wapner, Chair)

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

<u>INFORMATION ITEMS</u>		<u>Time</u>	<u>Page No.</u>
1. <u>Update Regarding the Anaheim Regional Transportation Intermodal Center (ARTIC) Project</u> <i>(Jamie Lai, Transit Manager, City of Anaheim)</i>	Attachment	20 mins.	1
2. <u>Overview of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Development Process</u> <i>(Rich Macias, Director of Transportation Planning)</i>	Attachment	25 mins.	14
3. <u>Transportation System Preservation, Safety and Operation</u> <i>(Rich Macias, Director of Transportation Planning)</i>	Attachment	25 mins.	24

CONSENT CALENDAR

Approval Item

4. <u>Minutes of the June 5, 2014 Meeting</u>	Attachment	39
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Receive and File

5. <u>2014 Regional Council and Policy Committees Meeting Schedule</u>	Attachment	45
6. <u>The Federal Highway Administration (FHWA) Nonmotorized Transportation Pilot Program Final Report</u>	Attachment	46

TRANSPORTATION COMMITTEE

AGENDA

AUGUST 7, 2014

<u>Receive and File - continued</u>	<u>Time</u>	<u>Page No.</u>
7. <u>2016 South Coast Air Quality Management Plan (AQMP) Update</u>	Attachment	54
8. <u>Federal Policy Guidance on Metropolitan Planning Organization (MPO) Representation of Transit Providers</u>	Attachment	65
9. <u>SCAG Sustainability Planning Grants Program – New Member Project Applications</u>	Attachment	73
10. <u>SCAG Sustainability Planning Grants Program - Monthly Update</u>	Attachment	75
11. <u>Resolution No. 14-561-2 Regarding Acceptance of Southern California Active Transportation Safety and Encouragement Campaign Funds</u>	Attachment	83
12. <u>Resolution No. 14-561-3 for Federal Highway Administration (FHWA) Funds for the Use of the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to Inform the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)</u>	Attachment	87
13. <u>State Approved Cap-and-Trade Expenditure Plan</u>	Attachment	91
14. <u>Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)</u>	Attachment	134

CHAIR'S REPORT

(Hon. Alan Wapner, Chair)

STAFF REPORT

(Mervin Acebo, SCAG Staff)

FUTURE AGENDA ITEM(S)

ADJOURNMENT

The next TC meeting will be held on Thursday, September 11, 2014 at the SCAG Los Angeles Office.

DATE: August 7, 2014

TO: Transportation Committee (TC)

FROM: Mervin Acebo, Senior Regional Planner, (213) 236-1874, acebo@scag.ca.gov

SUBJECT: Update Regarding the Anaheim Regional Transportation Intermodal Center (ARTIC) Project

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

At the June 5, 2014 Transportation Committee meeting, the members requested a presentation of the ARTIC project. Jamie Lai, Transit Manager for the City of Anaheim will present information regarding the latest developments with the Anaheim Regional Transportation Intermodal Center (ARTIC) project located in the City of Anaheim.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective (a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

Over the last several years, the City of Anaheim; Orange County Transportation Authority (OCTA); and other local, regional, and federal agencies have dedicated extensive planning efforts towards advancing the ARTIC Project from concept to reality. ARTIC will be an intermodal transportation hub and serve as a regional transportation gateway for Orange County and the region. Transit agencies such as Metrolink, Amtrak, OCTA bus, and Anaheim Resort Transportation (ART) bus, as well as shuttles, taxis, and tour and charter buses will provide service to ARTIC. ARTIC will also accommodate future plans for the Anaheim Rapid Connection (ARC) fixed-guideway project and high-speed trains.

In September 2012, the City broke ground on the LEED Platinum designed building and ARTIC is now more than halfway constructed with a Grand Opening expected in late 2014.

FISCAL IMPACT:

None

ATTACHMENT:

PowerPoint Presentation: "A Gateway to the Future. The Anaheim Regional Transportation Intermodal Center"

A Gateway to the Future



The Anaheim Regional Transportation Intermodal Center



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC Site Plan and Transportation Modes



LEGEND

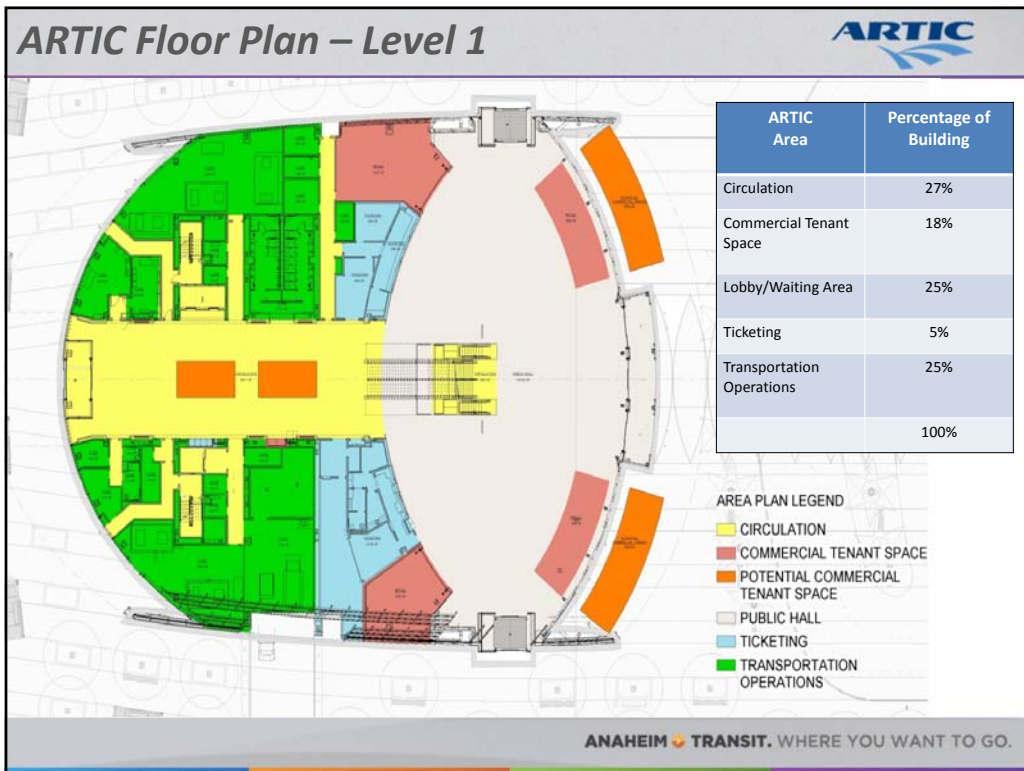
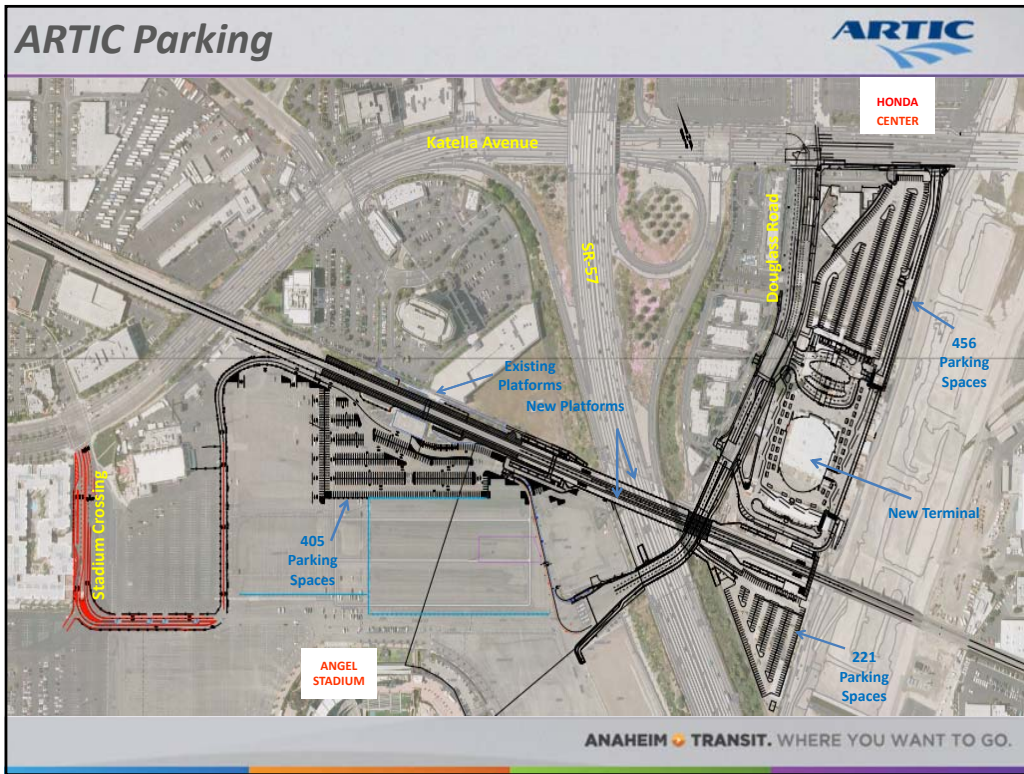
- | | | |
|----------------|---------------------------------|-------------------|
| ● OCTA | ● Bus Provider | ● Shuttle Pick-up |
| ● Metrolink | ● Anaheim Resort Transportation | ● Drop Off Area |
| ● AMTRAK | ● Taxi Pick-up | ● Bicycle Parking |
| ● Shuttle | ● Taxi Queue | △ Building Entry |
| ● Bus Provider | | |

OPERATOR AMENITIES

- Office area
- Ticket sales for all modes
- Information desk
- Service dock
- Restrooms for coach operators



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

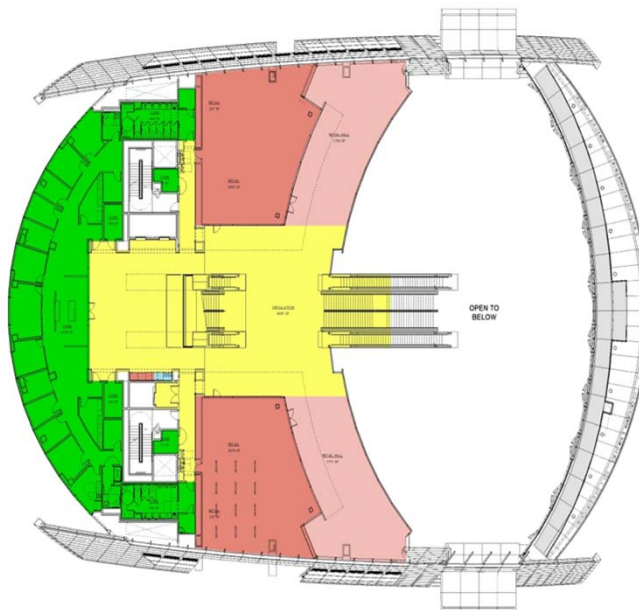


ARTIC – Level 1



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC Floor Plan – Level 2



AREA PLAN LEGEND

- CIRCULATION
- COMMERCIAL TENANT SPACE
- COMMERCIAL TENANT SPACE DINING
- TICKETING
- TRANSPORTATION OPERATIONS

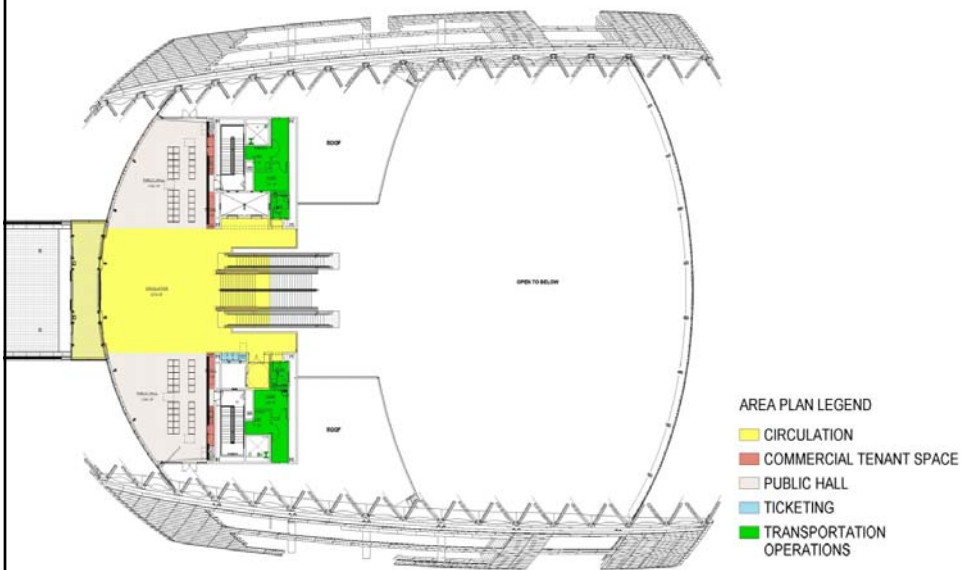
ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC – Level 2



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC Floor Plan – Mezzanine Level

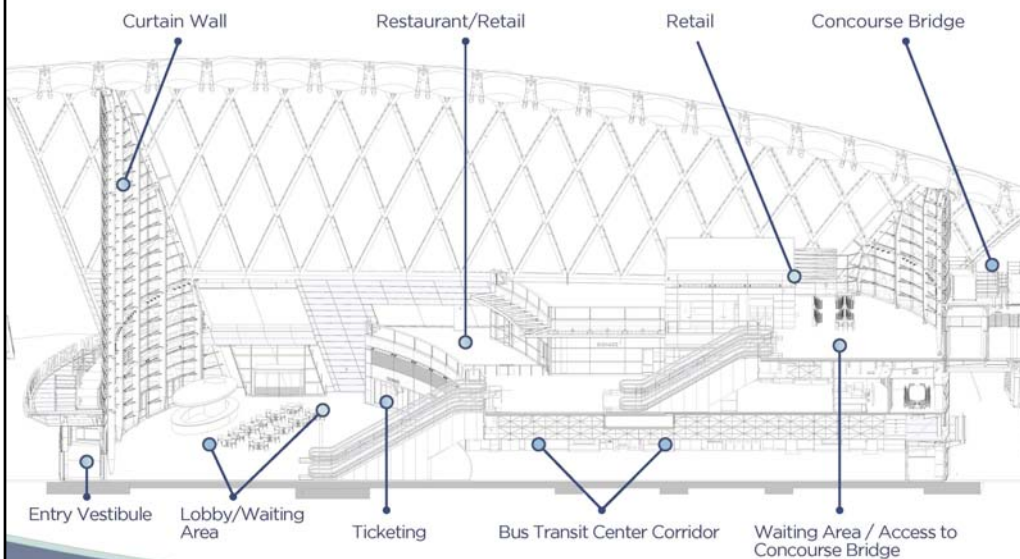


ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC – Mezzanine Level

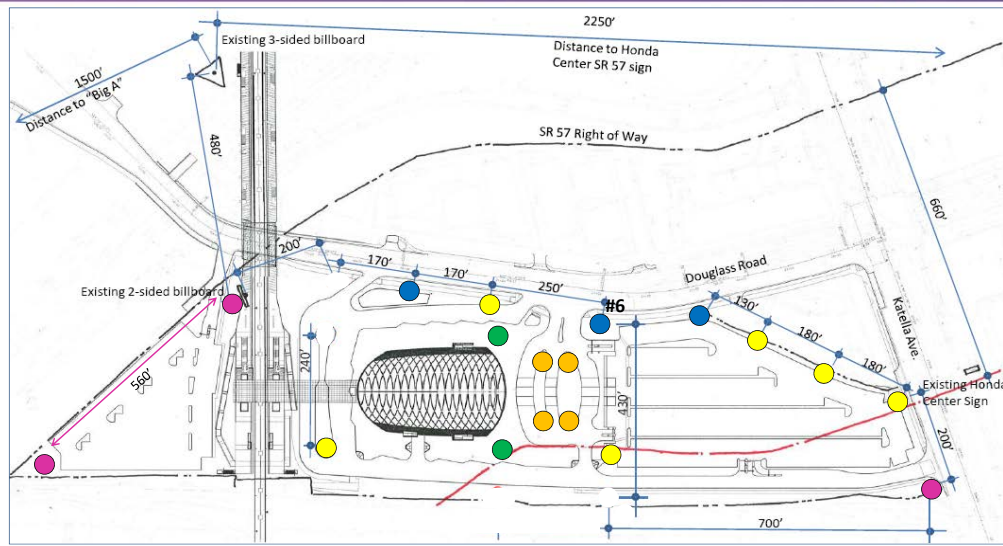


ARTIC Architecture – Interior Section



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC Sponsorship Locations



- Off-Site Sponsorship Pylons with Freeway Visibility (3)
- On-Site Sponsorship Signage (6)
- Plaza Sponsorship Signage (4)
- Off-Site Sponsorship Signage (3)
- Plaza Sponsorship Kiosks (2)

ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC By the Numbers



67,000 SQUARE FEET
Size of the terminal



10,330
Total daily boardings upon opening



200,000 SQUARE FEET
Amount of ETFE
Enough to cover 4 ½ football fields



10
Number of transportation modes on site



1,082 SPACES
Number of parking spaces upon opening



5,000
Number of jobs created during and after construction



11
Number of elevators and escalators



540,000
Number of annual Metrolink and Amtrak riders at the current Anaheim train station



50 PERCENT
Reduction in energy consumption



40 MILLION
Number of people visiting Anaheim and Orange County yearly



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC Sustainability Goals



Key Site Features

- Located on a previously developed site
- Storm water runoff vaults and site infiltration

Water

- O.C. Ground Water Replenishment System (GWRS) injection well
- Drought tolerant and native species incorporated in landscaping

Energy

- Energy Savings of 34% over ASHRAE 90.1-2004
- Radiant floor
- Photovoltaic Array

Materials Use in Construction

- +95% goal of Construction Waste diverted from landfills
- +20% goal of Recycled Content
- Forest Stewardship Council (FSC) Certified Wood

Indoor Environmental Quality

- Increased ventilation
- Low-Emitting Materials (Low VOC & No Urea-Formaldehyde containing products)

Innovation & Design Process

- Education Program
- Green cleaning program

ARTIC's goal is LEED-NC
V3.0/2009 Platinum Certified



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ETFE LED Lighting Examples



Fisht Olympic Stadium (Sochi, Russia)



Allianz Arena (Munich, Germany)



Water Cube (Beijing, China)

ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC Economic Benefits



World-Class Transportation Center Benefiting All of Orange County

- 5,000 jobs created
- Creates a metropolitan center by providing transportation infrastructure
- Supports projected growth in population, housing and jobs
- Supports continuing growth in tourism



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

Growing Tourism Helps the County



CONVENTIONS AND TOURISM MEAN BUSINESS FOR ANAHEIM/ORANGE COUNTY

VISITORS TO
ORANGE COUNTY*

44.3 million

INTERNATIONAL
VISITORS

3.7 million

VISITOR SPENDING (\$)

2.3B Lodging

2.3B Meals & Beverages

2.2B Amusement

1.8B Shopping

.5B Transportation

.4B Misc.

9.5
BILLION

CONVENTION SPENDING

\$ 940
MILLION

CONVENTION ATTENDANCE

1.2
MILLION



TOURISM-RELATED JOBS
156,000

*Preliminary figures provided by
GCC Research and Analytics
*Excludes international visitors



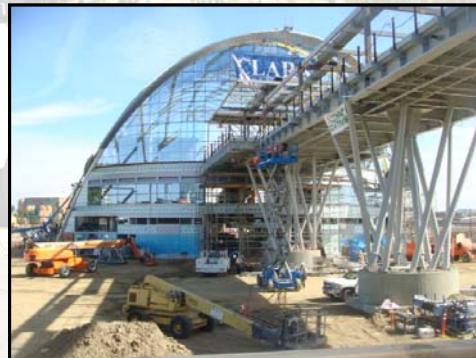
ANAHEIM
ORANGE COUNTY

Disneyland
REGENCY

Since 2013, we added
1,000 new jobs
bringing our total to
26,000
Cast Members
and gave more than
\$17 Million
in cash and in-kind donations

ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

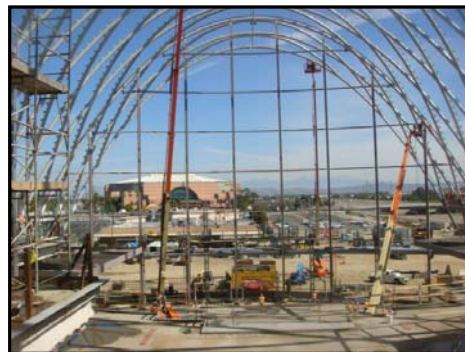
ARTIC Construction Photos (to be updated)



Visit www.buildARTIC.com
for project construction site
photos updated every 15
minutes

ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

ARTIC Construction Photos (to be updated)



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.



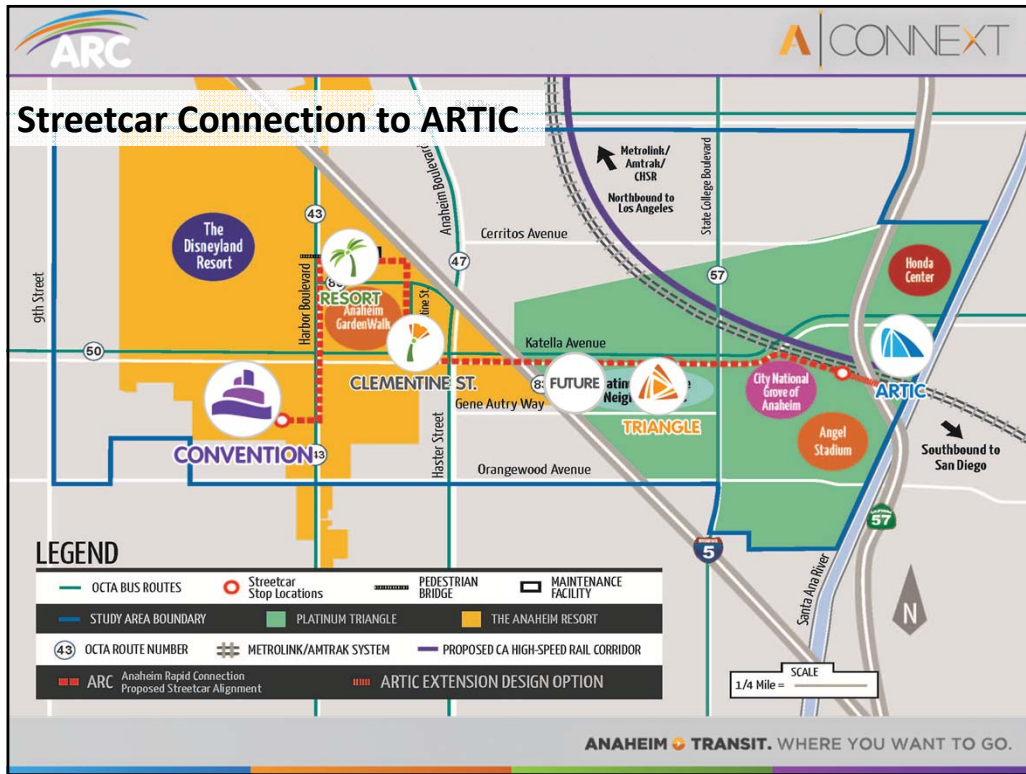
ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

Future Development Opportunities



- ✓ Revenue generation repays local grant funds
- ✓ Public Private Partnership (P3) opportunities
- ✓ Resulting in economic benefits, jobs and increased sales tax revenue
- ✓ Honda Center partnership
- ✓ Provides opportunity for Transit Oriented Development (TOD) and mixed land use development in the vicinity.

ANAHEIM TRANSIT. WHERE YOU WANT TO GO.



Avalanche 3D Presents:
ARTIC Video Update 1



http://www.avalanche3dentertainment.com/video/artic_update_1/

ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

Project information



For ARTIC Project Questions

- www.ARTICinfo.com
- info@ARTICinfo.com
- 1(877) 99-ARTIC

For project construction site photos updated every 15 minutes

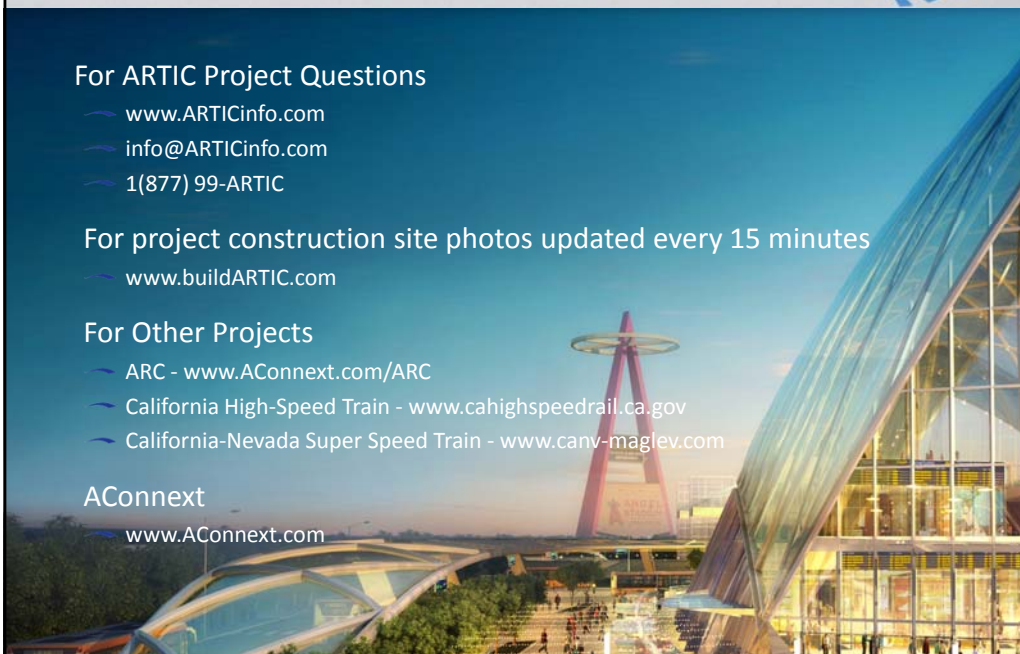
- www.buildARTIC.com

For Other Projects

- ARC - www.AConnex.com/ARC
- California High-Speed Train - www.cahighspeedrail.ca.gov
- California-Nevada Super Speed Train - www.canv-maglev.com

AConnex

- www.AConnex.com



ANAHEIM TRANSIT. WHERE YOU WANT TO GO.

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DATE: August 7, 2014

TO: Transportation Committee (TC)

FROM: Rich Macias, Director of Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: Overview of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Development Process

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Staff will provide an overview of the efforts that are currently underway and those which are planned in the next years in the development of the 2016 RTP/SCS.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

Every four years, SCAG is required by federal law to develop a Regional Transportation Plan (RTP) that is long-range, financially-constrained, and meets air quality conformity requirements so that the region's transportation projects remain eligible for federal and state funds, as well as federal environmental approval. Per California Senate Bill (SB) 375, SCAG must also develop a Sustainable Communities Strategy (SCS) as part of the RTP that will allow the region to meet greenhouse gas emission reduction targets set by the California Air Resources Board (CARB).

In the past year, staff has begun laying the technical groundwork for the development of the next RTP/SCS, the 2016 RTP/SCS. A substantial amount of additional technical work and policy discussions/decisions by the Transportation Committee are expected to occur in the coming 1–2 years, with a public draft release of the 2016 RTP/SCS expected in October 2015 and a Regional Council adoption of the final 2016 RTP/SCS in April 2016. Staff will provide an overview of the efforts that are currently underway and those which are planned in the next years in the development of the 2016 RTP/SCS.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation).

ATTACHMENT:

PowerPoint Presentation: Overview of 2016 RTP/SCS Development

Overview of the 2016 RTP/SCS Development Process



Rich Macias
Director of Transportation Planning

August 7, 2014

What is a Regional Transportation Plan (RTP)?

Long-range vision containing
transportation projects, programs, and
investment framework to address regional
transportation challenges

Why do we develop the RTP?

Federal requirements

- Must be long-range: 20+ years into the future
- Must be financially-constrained: Revenues = Costs
- Must meet air quality conformity:
Remain within pollutant budgets
- Must undergo comprehensive update every 4 years

3

Consequences of non-compliance with federal requirements

Transportation projects in our
region cannot receive
federal or state \$\$\$



Transportation projects in our
region cannot receive
federal environmental approval



4

Climate change legislation at the State level

Assembly Bill (AB) 32:

- Reduce greenhouse gases by 2020 to 1990 levels (a 25% reduction in emissions)
- Actions include statewide limits, mandatory reporting

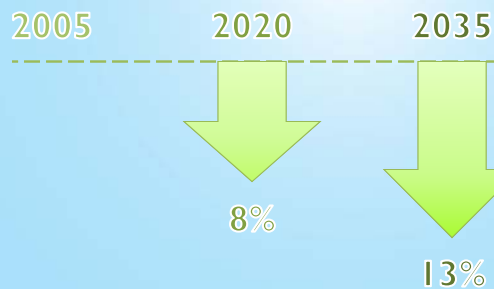
Senate Bill (SB) 375:

- Establish regional targets for greenhouse gas emissions reduction from transportation sources tied to land use
- Regional planning agencies develop a plan to meet the targets
- Regional transportation planning and housing efforts are to be explicitly linked

5

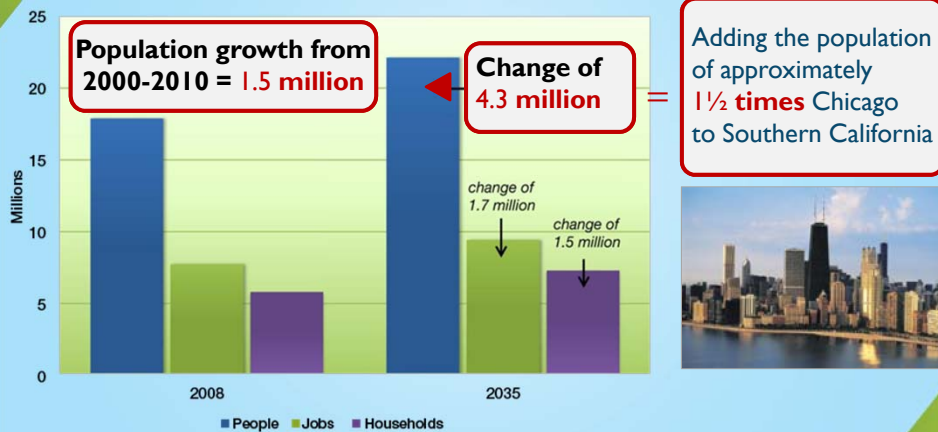
Effect of State requirements on the RTP

- Must develop a Sustainable Communities Strategy (SCS) as part of the RTP
 - Must meet greenhouse gas reduction targets from auto and light-duty trucks on a per capita basis



6

Challenges that we must plan for Population growth



7

Existing challenges will only be exacerbated by population growth



Mobility



Air Quality



Aging Infrastructure



Safety



Freight Movement



Energy



Economy

8

The planning process

A bottom-up approach

LOCAL AGENCY INPUT

ONGOING

Local
jurisdictions

ON-
GOING

Provide input to
develop forecasts of
future population and
employment growth

County
transportation
commissions

LATE
2014

Submit updated
transportation projects
for inclusion in
RTP/SCS

9

Regulatory Challenges

- Proposed new rules by FHWA and FTA to implement MAP-21 are still being rolled out.
- The new rules will definitely impact the 2020 RTP/SCS, but its full implications to the 2016 RTP/SCS are still unclear.
- Discussions to revise the GHG targets by California Air Resources Board (CARB) are still ongoing.

Framework for 2016 RTP/SCS Development

- The focus of the 2016 RTP/SCS will be to build on the progress of the 2012 RTP/SCS.
- Other policy areas that will be carefully reviewed will include, but not be limited to:
 - Implications of emerging new technologies
 - Sustainable Transportation Strategies – focus on System Preservation, Safety and Operation
 - Sustainable Transportation Finance Strategy
 - Sustainable Regional Freight Strategy
 - Sustainable Rail and Transit Strategy
 - Regional Aviation Strategy

The planning process

SCENARIO DEVELOPMENT EARLY 2015

1 Transportation Scenarios

2 Housing & Land Use Scenarios

Scenarios to test various density adjustments and growth scenarios

Active Transportation
Aviation
Goods Movement
Highways & Local Roads
Transit & Passenger Rail
Transportation Demand Management



The planning process

SCENARIO ANALYSIS

SPRING-SUMMER 2015

- Continued public outreach and stakeholder input
- Extensive discussions by policy committees
- Technical analysis via transportation model runs
- Fiscal constraint analysis
- Environmental analysis (Programmatic Environmental Impact Report)



13

The planning process

2016 RTP/SCS RELEASE

FALL 2015 – SPRING 2016

- Fall 2015: Selection of preferred scenario
- October 2015: Release of Draft 2016 RTP/SCS for public review
- Winter 2015–2016: Address public comments
- April 2016: Adopt 2016 RTP/SCS

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Thank you!

Rich Macias
Director of Transportation Planning



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DATE: August 7, 2014

TO: Transportation Committee (TC)

FROM: Rich Macias, Director of Transportation Planning, 213-236-1805, macias@scag.ca.gov

SUBJECT: Transportation System Preservation, Safety and Operation

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

Rich Macias, Director of Transportation Planning, will provide an overview of the Transportation System Preservation, Safety and Operation, including efforts underway in this area in preparation of the development of the 2016 RTP/SCS.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

Regional Council adopted the 2012 RTP/SCS and committed to higher levels of funding for the system preservation, safety and operation than ever before. The 2012 RTP/SCS commits to over 40% of its funding to system preservation, safety and operation. As a result, this will only grow over time given the challenges associated with building new infrastructure, particularly new roads, to address our mobility challenges.

Furthermore, the Moving Ahead for Progress in the 21st Century Act (MAP-21) places new requirements on Metropolitan Planning Organizations (MPOs) to incorporate a performance-driven, outcome-based approach to developing regional transportation plans (RTPs), linking investment decision-making to the achievement of performance targets. In particular, MAP-21 calls for establishing targets associated with asset conditions (highway, bridges and transit), safety and aligning investments to ensure the targets are met within specified time periods. SCAG is already a leader in performance-based planning; however, there are several significant new provisions in MAP-21 that will require SCAG to place even higher priority on these issues in the 2016 RTP/SCS. The following are more specific issues/priorities that will need further policy direction from the Transportation Committee.

- Establish asset condition using the most current data available and coordinate a process to establish, monitor, and report impacts of investments on asset condition consistent with the requirements of MAP-21.
- Consider and incorporate lifecycle costs of capital projects in our plans and programs.
- Develop, in coordination with the State and transit operators, regional performance targets for transit state of good repair and safety.

REPORT

- Integrate into the RTP the goals, objectives, performance measures, and targets identified by transit operators in their individual safety and transit asset management plans, to ensure that investment strategies in these plans are considered as part of the RTP decision-making process.
- Assess and incorporate emerging new operational and travel demand management strategies, such as Active Transportation Demand Management, 'Connected Corridor' concepts, vehicle-to-vehicle and vehicle-to-infrastructure communication, collision avoidance technology, etc., in the 2016-2040 RTP/SCS. This is important given the challenges (financial, environmental, political) associated with building more roadways to address congestion.

SCAG consultant, Tarek Hatata, SMG will provide an overview and a brief description of current efforts underway and its implication to the development of the 2016 RTP/SCS.

FISCAL IMPACT:

Work associated with this item is included in the Fiscal Year 2014-2015 Overall Work Program (WBS Number 15-010.SCG00170.01: RTP Support, Development, and Implementation and 15-010.SCG02106: System Preservation).

ATTACHMENT:

PowerPoint Presentation: System Preservation, Safety and Operation

Southern California Association of
Governments



2016 Regional Transportation Plan (RTP)/Sustainable Community Update

System Preservation, Safety, and Operations
Update

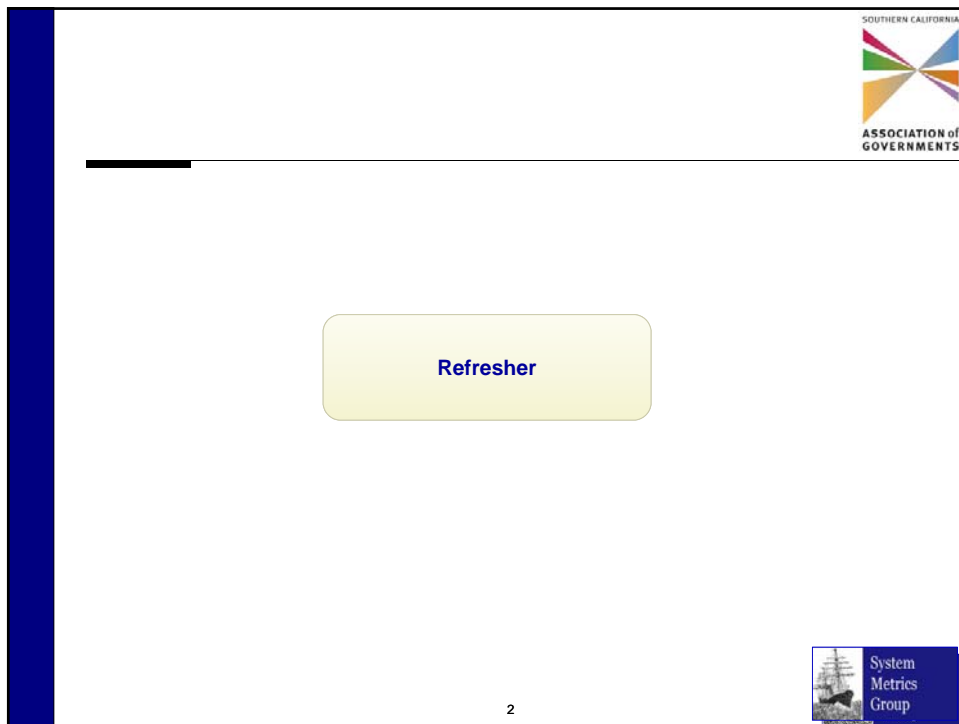
Los Angeles, CA
August, 2014


System Metrics Group, Inc.

Today, we will

- Provide a refresher on Preservation and Operations investments in the 2012 RTP/SCS
- Communicate the preservation analyses under way to update regional preservation needs and improve SCAG's analytic capabilities
- Describe MAP-21 performance requirements
- Present recent safety trends in the region
- Answer your questions








Refresher on Operations and Preservation in the 2012 RTP/SCS

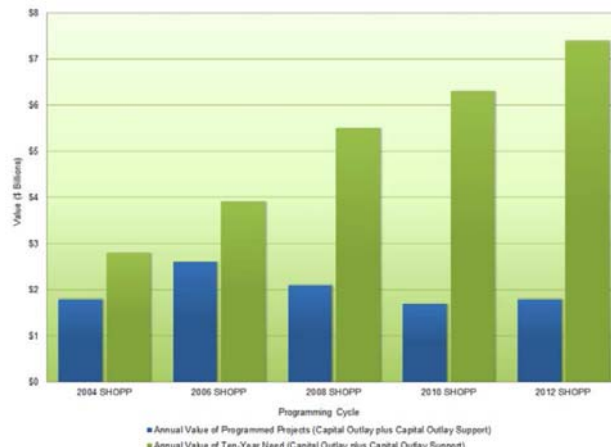
- The 2012 RTP/SCS recognizes that the combination of inflation, fuel efficiency, and decreasing VMT per capita will continue to drain existing funding for operating and preserving our roadways, especially the State Highway System (SHS)
- Other funding sources are also not keeping up with the increasing costs of maintaining our aging multi-modal infrastructure
- Funding needs for operation and maintenance of planned capital projects are not fully accounted for in the regional planning and programming processes
- Without additional funding, our multi-modal infrastructure would deteriorate significantly.
- New funding sources were partly identified to address these gaps



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3

Refresher on Preservation in the 2012 RTP/SCS State Highway System Preservation and Protection Needs and Funding



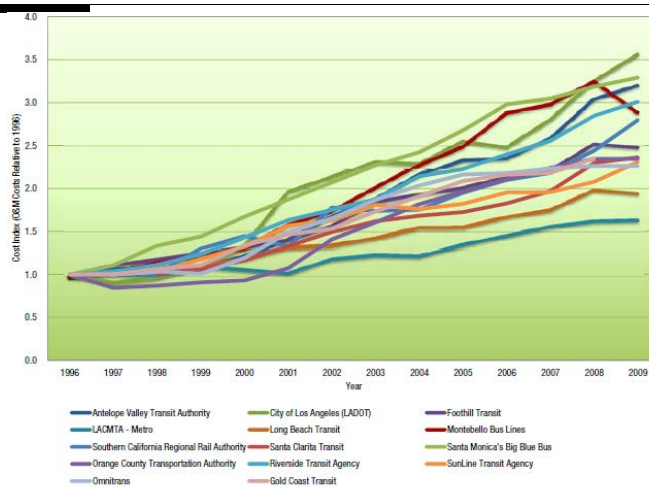
Source: California Department of Transportation, 2011 Ten-Year SHOPP Plan



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Refresher on Preservation in the 2012 RTP/SCS Historical Growth in Transit O&M



Source: SCAG Analysis of National Transit Database Statistics



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Refresher on Preservation in the 2012 RTP/SCS State of Good Repair Needs



System	State of Good Repair Needs Included in Estimate	Estimated State of Good Repair Cost
Transit	O&M Existing Service; O&M Service Expansion; O&M Major New Service; Preservation	\$139.3
Local Streets and Roads	Pavement; Essential Components; Bridges	\$20.9
State Highway	Bridges, Pavement, Roadside; Mobility, Collision Reduction; Mandates, Facilities; Emergency Response	\$56.7
Total		\$216.9

Source: SCAG Cost Model 2011

6



Analysis Under Way for the 2016 RTP Update



7



-

8



9

Example Outputs ... Bridge Investment Analysis

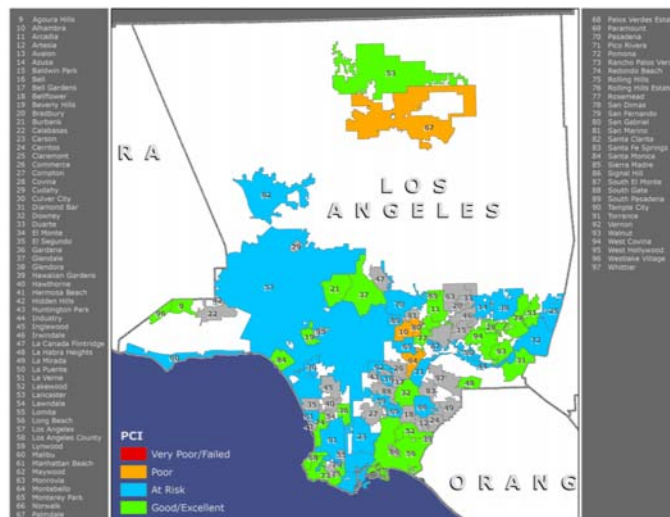
Description	Value by Year										
	Base	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Annual Budget: \$0M											
Needs (\$M)		878	1,150	1,371	1,636	1,722	1,894	2,104	2,598	3,099	3,650
Cumulative Work Done (\$M)		0	0	0	0	0	0	0	0	0	0
Avg. Health Index	91.09	90.19	89.28	88.36	87.45	86.53	85.60	84.68	83.76	82.83	81.90
Avg. Sufficiency Rating	82.64	81.68	80.76	79.47	78.55	77.68	76.25	73.98	71.62	69.41	66.77
% Structurally Deficient	23.52	28.47	32.10	37.64	41.82	47.58	53.25	57.06	60.35	63.44	66.14
Annual Budget: \$20M											
Needs (\$M)		878	130	1,331	1,575	1,642	1,793	1,966	2,400	2,736	3,171
Cumulative Work Done (\$M)		20	40	60	80	100	120	140	160	180	200
Avg. Health Index	91.09	90.21	89.38	88.52	87.68	86.83	86.04	85.27	84.43	83.71	82.91
Avg. Sufficiency Rating	82.64	81.74	80.91	79.76	78.95	78.21	76.95	74.92	72.81	70.94	68.52
% Structurally Deficient	23.52	28.41	31.71	37.08	40.83	46.69	51.51	54.73	57.95	60.46	63.25
Annual Budget: \$80M											
Needs (\$M)		878	1,020	1,124	1,267	1,267	1,282	1,345	1,385	1,391	1,362
Cumulative Work Done (\$M)		80	160	240	320	400	480	560	640	720	800
Avg. Health Index	91.09	90.36	89.98	89.70	90.06	89.76	89.95	90.48	91.03	92.14	92.58
Avg. Sufficiency Rating	82.64	81.93	81.47	80.92	80.95	80.74	80.32	79.87	79.58	79.85	79.78
% Structurally Deficient	23.52	27.95	29.16	30.20	26.35	27.41	27.11	24.09	23.03	22.31	20.83
Annual Budget: \$100M											
Needs (\$M)		878	998	1,052	1,135	1,099	1,096	1,050	980	932	898
Cumulative Work Done (\$M)		100	200	300	400	500	600	700	800	899	998
Avg. Health Index	91.09	90.44	90.29	90.95	91.00	91.59	93.34	94.47	94.62	94.58	94.52
Avg. Sufficiency Rating	82.64	82.01	81.68	81.71	81.69	81.81	82.34	82.40	82.34	82.03	81.61
% Structurally Deficient	23.52	27.77	26.61	21.52	21.60	18.95	17.36	14.89	14.05	15.12	15.50



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Example Outputs ... Local Roads



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MAP-21 Performance Requirements

MAP-21 Establishes Seven National Goals to Focus Federal-Aid Program Investments

Goal area	National goal
Safety	To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
Infrastructure condition	To maintain the highway infrastructure asset system in a state of good repair
Congestion reduction	To achieve a significant reduction in congestion on the National Highway System
System reliability	To improve the efficiency of the surface transportation system
Freight movement and economic vitality	To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
Environmental sustainability	To enhance the performance of the transportation system while protecting and enhancing the natural environment
Reduced project delivery delays	To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

These National Goals Map Closely to the SCAG 2012 RTP/SCS Goals



Seven National Goal Areas to focus federal investment	SCAG RTP Goals
Safety	<ol style="list-style-type: none"> 1. Ensure travel safety and reliability for all people and goods in the region 2. Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies
Infrastructure condition	<ol style="list-style-type: none"> 1. Preserve and ensure a sustainable regional transportation system
Congestion reduction	<ol style="list-style-type: none"> 1. Maximize mobility and accessibility for all people and goods in the region 2. Maximize the productivity of our transportation system
System reliability	<ol style="list-style-type: none"> 1. Ensure travel safety and reliability for all people and goods in the region
Freight Movement and economic vitality	<ol style="list-style-type: none"> 1. Maximize mobility and accessibility for all people and goods in the region 2. Align plan investments and policies with improving regional economic development and competitiveness
Environmental sustainability	<ol style="list-style-type: none"> 1. Protect the environment and health for our residents by improving air quality and encouraging active transportation (non-motorized transportation) 2. Actively encourage and create incentives for energy efficiency, where possible 3. Encourage land use and growth patterns that facilitate transit and non-motorized transportation
Reduced project delivery delays	Partially addressed via recent environmental streamlining efforts and future implementation monitoring

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MAP-21 also Establishes Specific Performance Measures that Address the Goals




National Goals	MAP-21 Performance Measures
Safety	Highway Safety Improvement Program: Serious injuries and fatalities per vehicle mile travelled (VMT)
	Highway Safety Improvement Program: Number of serious injuries and fatalities
	Transit Safety Plan with minimum safety performance criteria for all modes of public transportation
Infrastructure Condition	Condition of Pavements on the Interstate System
	Condition of Pavements on the remaining National Highway System
	Condition of Bridges on National Highway System
	Establish state of good repair (SGR) standards for measuring the condition of capital assets of recipients including: Equipment, rolling stock, infrastructure, facilities
Congestion Reduction/ System Reliability	Performance of the National Highway System
	Congestion Mitigation and Air Quality (CMAQ) Improvement Program: Traffic Congestion
Freight Movement & Economic Vitality	National Freight Movement on the Interstate System
Environmental Sustainability	Congestion Mitigation and Air Quality (CMAQ) Improvement Program: On-road mobile source emissions


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Recent Safety Trends

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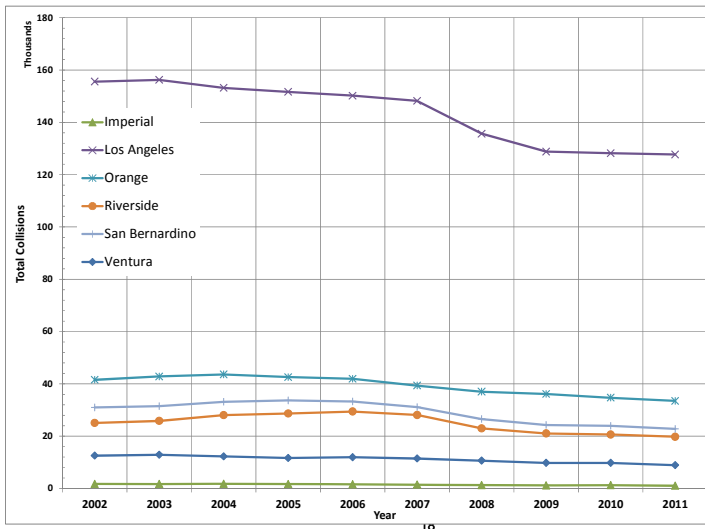
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Preliminary Safety Analysis Update

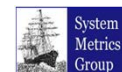
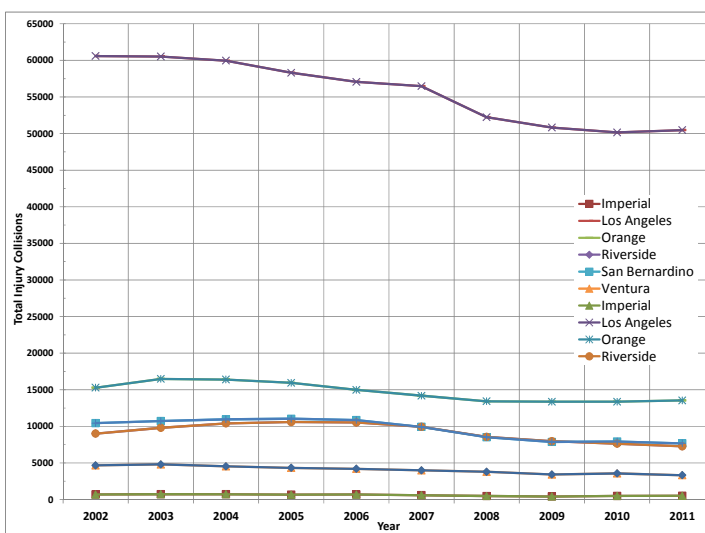
- We have begun analyzing accident data as part of the RTP/SCS Implementation
 - Obtained California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) database for the years 2002 to 2011
 - Developed basic trends for 2002 to 2011
 - Still will add VMT data to calculate accident rates per million VMT
- Together with improved incident management, non-recurrent congestion and related pollution and Green-House-Gas emissions can be significantly reduced.

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Updated Total Collisions and Percent Change 2002-2011 – Promising Trends for Total Collisions



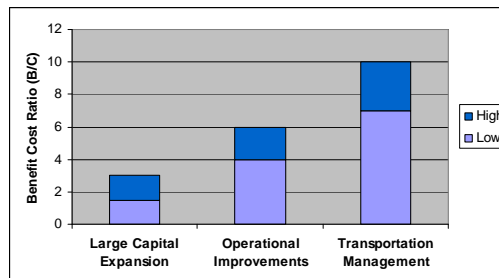
Updated PDO Collisions and Percent Change 2002-2012 – Similar Trends for Injury Collisions



Operations Update

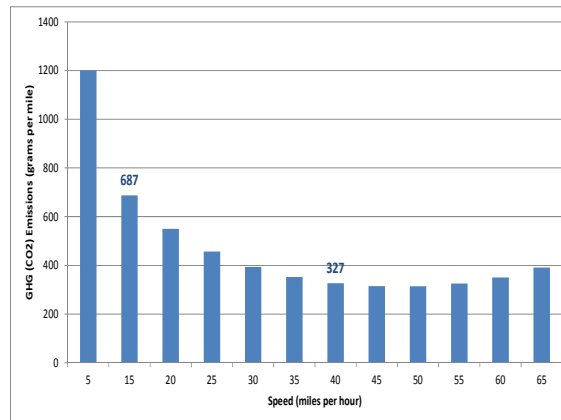
Improved Operations is Key to Sustainability

- Part of the reason for the accident reductions are investments in safety projects and improved accident-avoidance technologies
- Operational strategies such as Integrated Corridor Management are being embraced by all jurisdictions. For instance, Caltrans is working with Metro and a number of cities to implement such a strategy on the I-210.
- Investing in operational strategies provides a much better return on investments.



Improved Operations is Key to Sustainability

- Improving congestion due to incidents and accidents can help us further reduce pollution and green-house-gas (GHG) emissions

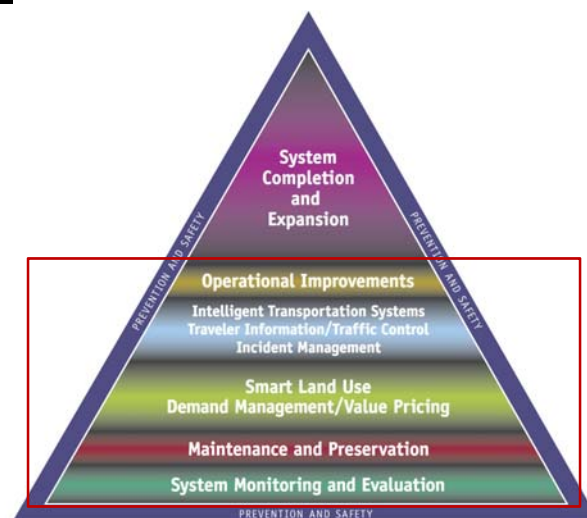


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Since we Cannot Build More Infrastructure, it Becomes Even More Important to Maximize the Performance of the Existing System



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Questions

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Transportation Committee
of the
Southern California Association of Governments
June 5, 2014

Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE TRANSPORTATION COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Transportation Committee (TC) met at SCAG's office in downtown Los Angeles. The meeting was called to order by Chair Hon. Alan Wapner, Ontario. A quorum was present.

Members Present:

Hon. Dante Acosta, Santa Clarita	District 67
Hon. John Addleman, Rolling Hills Estates	SBCCOG
Hon. Mike Antonovich	Los Angeles County
Hon. Bruce Barrows, Cerritos	District 23
Hon. Glen Becerra, Simi Valley	District 46
Hon. Russell Betts, Desert Hot Springs	CVAG
Hon. Art Brown, Buena Park	District 21
Hon. Diana Lee Carey, Westminster	OCCOG
Hon. Jonathan Curtis, La Cañada-Flintridge	District 36
Hon. Gene Daniels, Paramount	District 24
Hon. Jeff DeGrandpre, Eastvale	District 4
Hon. Paul Eaton, Montclair	District 9
Hon. Roy Francis, La Habra Heights	District 31
Hon. Bert Hack, Laguna Woods	OCCOG
Hon. Matthew Harper, Huntington Beach	District 64
Hon. Carol Herrera, Diamond Bar	District 37
Hon. Jim Hyatt, Calimesa	District 3
Hon. Trish Kelley, Mission Viejo	OCCOG
Hon. Randon Lane, Murrieta	Murrieta
Hon. Michele Martinez, Santa Ana	District 16
Hon. Andrew Masiel, Sr.	Pechanga Band of Luiseño Indians
Hon. Ryan McEachron, Victorville	District 65
Hon. Marsha McLean, Santa Clarita	District 67
Hon. Dan Medina, Gardena	District 28
Hon. Barbara Messina, Alhambra (<i>Vice- Chair</i>)	District 34
Hon. Keith Millhouse, Moorpark	VCTC
Hon. Leroy Mills, Cypress	District 18
Hon. Frank Navarro, City of Colton	SANBAG
Hon. Shawn Nelson	Orange County
Hon. Micheál O'Leary, Culver City	WCCOG
Hon. Greg Pettis, Cathedral City	District 2
Hon. Teresa Real Sebastian, Monterey Park	SGVCOG
Hon. Ron Roberts, Temecula	District 5
Hon. Dwight Robinson, Lake Forest	OCCOG
Hon. David Spence, La Canada-Flintridge	Arroyo Verdugo Cities

Hon. Karen Spiegel, Corona	District 63
Hon. Tim Spohn, City of Industry	SGVCOG
Hon. Barb Stanton, Apple Valley	SANBAG
Hon. Jeff Stone	Riverside County
Hon. Jess Talamantes, Burbank	District 42
Hon. Brent Tercero, Pico Rivera	GCCOG
Hon. Alan Wapner, (<i>Chair</i>)	SANBAG
Hon. Michael Wilson, Indio	District 66

Members Not Present:

Hon. Rusty Bailey	District 68
Hon. Mario Guerra, Downey	District 25
Hon. Bill Hodge, Calexico	ICTC
Hon. Jose Huizar, Los Angeles	District 61
Hon. James C. Ledford	Palmdale
Hon. Brian McDonald	Chemehuevi Indian Tribe
Hon. Brett Murdock, Brea	District 22
Hon. Kris Murray, Anaheim	District 19
Hon. Steven Neal, Long Beach	District 29
Hon. Pam O'Connor, Santa Monica	District 41
Hon. Gary Ovitt	San Bernardino County
Hon. Bernard C. Parks, Los Angeles	District 55
Hon. Linda Parks	Ventura County
Hon. Adam Rush, Eastvale	RCTC
Hon. Mark Rutherford, Westlake Village	District 44
Hon. Damon Sandoval	Morongo Band of Mission Indians
Hon. Larry Smith	WRCOG
Hon. Don Voss, La Cañada-Flintridge	District 36
Mr. Aziz Elattar	Caltrans District 7

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Alan Wapner, Ontario, called the meeting to order at 10:08 a.m. Hon. Keith Millhouse, Moorpark, led the Pledge of Allegiance.

Hon. Alan Wapner, Ontario, introduced new committee members, Hon. Diana Lee Carey, Westminster, Hon. Dwight Robinson, Lake Forest, Hon. Dante Acosta, Santa Clarita, Hon. Jonathan Curtis, La Cañada-Flintridge and Hon. Michael Wilson, Indio.

PUBLIC COMMENT PERIOD

Charlie Larwood, Orange County Transportation Authority, Shirley Medina, Riverside County Transportation Commission, Jack Terrazas, Imperial County Transportation Commission and Wil Ridder, L.A. Metropolitan Transportation Authority, indicated support for the approval of the Federal Transportation Improvement Program (FTIP) and Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS).

REVIEW AND PRIORITIZE AGENDA ITEMS

There was no review or prioritization of agenda items.

ACTION ITEM

1. Release of the Draft 2015 Federal Transportation Improvement Program (FTIP) and Amendment No. 2 to the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (2012 RTP/SCS)

Rich Macias, SCAG staff, stated approval is sought for the release of the Draft 2015 FTIP and Amendment No. 2 to the 2012-2035 RTP/SCS on July 1, 2014 for a public review and comment period. Mr. Macias stated the draft FTIP is a statutorily required biennial update to the current FTIP and Amendment No. 2 to the 2012 RTP/SCS was initiated at the request of the County Transportation Commissions. The 2012 RTP/SCS Amendment No. 2 contains six (6) new projects and 16 project revisions that were not contained in the 2012 RTP/SCS. It was noted that the deadline for submission of the Draft 2015 FTIP to Caltrans is October 1, 2014 and that federal approval is anticipated mid-December 2014.

A MOTION was made (Martinez) to approve release of the documents for a 30 day public review on July 1, 2014. The MOTION was seconded (Stanton). Hon. Teresa Real Sebastian, Monterey Park, asked that the motion include a commitment that the draft FTIP will be distributed to the Transportation Committee prior to its release for public comment. The motion passed by the following votes:

AYES: Acosta, Addleman, Barrows, Becerra, Betts, Brown, Carey, Curtis, Daniels, DeGrandepre, Eaton, Francis, Hack, Harper, Herrera, Hyatt, Kelley, Lane, Martinez, Masiel, McEachron, McLean, Messina, Millhouse, Mills, Navarro, O'Leary, Pettis, Real Sebastian, Roberts, Robinson, Spence, Spohn, Stanton, Stone, Talamantes, Tercero, Wapner, Wilson

NOES: None

ABSTAIN: None

INFORMATION/DISCUSSION ITEMS

2. Orange County Transportation Authority (OCTA) Draft 2014 Long-Range Transportation Plan – Outlook 2035

Charlie Larwood and Greg Nord, OCTA, presented OCTA's draft Long-Range Transportation Plan (LRTP). In response to an anticipated increase in population, employment and congestion delay, Mr. Larwood stated that the LRTP includes improvements to all modes of transportation within Orange County; optimized transportation systems with increased signal synchronization; rapid bus service; and managed lanes. Improvements also include new bus and streetcar service on high-demand corridors; 20 new weekday Metrolink trains; 650 miles of bikeways; 820 lane miles on the Master Plan of Arterial Highways; and additional freeway/carpool and tollway miles. It was noted that these improvements will increase daily transit trips, reduce hours of delay and improve average speeds on both freeways and arterial streets. The public comment period ends June 20, 2014.

Hon. Leroy Mills, Cypress, asked which entity has jurisdiction over turn pockets on arterial streets. Mr. Larwood responded individual cities operate their own arterial systems and have jurisdiction.

3. Regional Rail and Transit Update

Steve Fox, SCAG Staff, reported on regional rail and transit developments. Mr. Fox noted new transportation facilities under construction include the San Bernardino Transit Center, a multi-modal hub served by the future Metrolink extension from Santa Fe Depot to downtown San Bernardino, and all local transit bus providers. Also, the Regional Intermodal Transportation Center (RITC) will open soon at Bob Hope Airport serving multi modal transportation needs including parking, rental cars, regional bus lines and bicycles. Additionally work has begun on the Southern California Regional Interconnector project (SCRIP) at Union Station which will increase capacity at Union Station by 40% - 50%. Metrolink developments include construction of the 24-mile long Perris Valley Metrolink Extension and a 1-mile eastward extension to the new San Bernardino Transit Center. Bus developments include San Bernardino's first Bus Rapid Transit (BRT), the sbX, now in operation, as well as Onnitrans' future development of BRT Light on Holt, Milliken, and Foothill Blvds.

CONSENT CALENDAR

Approval Items

4. Minutes of the April 3, 2014 Meeting

Receive and File

5. 2014 Regional Council and Policy Committees Meeting Schedule

6. SCAG Sustainability Planning Grants Program – Monthly Update

7. National Performance Management Measures; Highway Safety Improvement Program Notice of Proposed Rule Making (NPRM) Associated with MAP-21

8. Progress of One-on-One Meetings with Local Jurisdictions to Provide Assistance for a Bottom-up Local Input Process

A MOTION was made (Betts) and SECONDED (DeGrandpre) to approve the Consent Calendar. The Motion was passed by the following votes:

AYES: Acosta, Addleman, Antonovich, Barrows, Becerra, Betts, Brown, Carey, Curtis, Daniels, DeGrandpre, Eaton, Francis, Hack, Harper, Herrera, Hyatt, Kelley, Lane, Martinez, Masiel, McEachron, McLean, Medina, Messina, Millhouse, O'Leary, Pettis, Real Sebastian, Roberts, Robinson, Spence, Spiegel, Spohn, Stanton, Stone, Talamantes, Tercero, Wapner, Wilson

NOES: None

ABSTAIN: None

CHAIR'S REPORT

Hon. Alan Wapner, Ontario, stated that SANBAG is currently discussing the use of HOT lanes and express lanes in San Bernardino County. He asked if those who use these lanes in their county could share their experience.

STAFF REPORT

Akiko Yamagami, SCAG staff, stated Mervin Acebo will staff the committee for the coming year.

ADJOURNMENT

The meeting adjourned at 11:12 a.m. The next meeting of the Transportation Committee will be held Thursday, August 7, 2014 at the SCAG Los Angeles office.

Akiko Yamagami, Senior Regional Planner
Transportation Planning

Transportation Committee Attendance Report

2014

Member (including Ex-Officio) Last Name, First Name	Representing	X = County Represented						X = Attended				= No Meeting		NM = New Member					
		IC	LA	OC	RC	SB	VC	Jan	Feb	Mar	April	GA May	June	No Mtg. July	Aug	Sept	Oct	Nov	Dec
Acosta, Dante*	Santa Clarita		X										NM						
Addleman, John	Rolling Hills Estates		X					X	X		X		X						
Antonovich, Michael*	Los Angeles County		X					X			X		X						
Bailey, Rusty	Riverside, WRCOG				X				NM										
Barrows, Bruce*	Cerritos		X					X	X		X		X						
Becerra, Glen*	Simi Valley		X					X	X		X		X						
Betts, Russell	CVAG				X			X	X		X		X						
Brown, Art	Buena Park			X				X	X		X		X						
Lee Carey, Diana	Westminster, OCCOG			X									NM						
Curtis, Jonathan*	La Cañada Flintridge		X										NM						
Daniels, Gene*	Paramount		X					X	X		X		X						
DeGrandpre, Jeff	Eastvale				X			X	X		X		X						
Eaton, Paul*	Montclair					X			X				X						
Elattar, Aziz	Caltrans - District 7							X											
Francis, Roy	La Habra Heights		X					X	X		X		X						
Guerra, Mario	Downey		X					X			X								
Hack, Bert	Laguna Woods			X				X	X		X		X						
Harper, Matthew*	Huntington Beach			X				X	X		X		X						
Herrera, Carol*	Diamond Bar		X					X			X		X						
Hodge, Bill	Clexico, ICTC	X							X		X								
Huizar, Jose*	Los Angeles		X																
Hyatt, Jim	Calimesa				X			X	X		X		X						
Kelley, Trish	Mission Viejo			X				X	X		X		X						
Lane, Randon	Murrieta				X			X					X						
Ledford, James C.	County		X																
Martinez, Michele*	Santa Ana			X				X	X		X		X						
Masiel, Andrew	Indians							X	X				X						
McDonald, Brian	Tribe																		
McEachron, Ryan	Victorville					X		X	X		X		X						
McLean, Marsha*	Santa Clarita		X					X					X						
Medina, Dan*	Gardena		X					X	X		X		X						
Messina, Barbara* (Vice-Cha	Alhambra		X					X	X		X		X						
Millhouse, Keith*	Moorpark						X		X		X		X						
Mills, Leroy*	Cypress			X				X			X		X						
Murdock, Brett	Brea			X				X	X		X								
Murray, Kris	Anaheim			X				X	X		X								
Navarro, Frank	Colton					X		NM	X		X		X						
Neal, Steven*	Long Beach		X					X			X								
Nelson, Shawn*	Orange County			X				X	X				X						
O'Connor, Pam*	Santa Monica		X					X											
O'Leary, Micheál	Culver City/WCCOG		X					X	X		X		X						
Ovitt, Gary*	San Bernardino County					X			X		X								
Parks, Bernard*	Los Angeles		X																
Parks, Linda	Ventura County						X	X	X										
Pettis, Gregory*	Cathedral City				X			X	X		X		X						
Real Sebastian, Teresa	Monterey Park/SGVCOG		X					X	X		X		X						
Roberts, Ron*	Temecula				X				X				X						
Robinson, Dwight	Lake Forest, OCCOG			X									NM						
Rush, Adam	Eastvale				X			X	X										
Rutherford, Mark	Westlake Village		X																
Sandoval, Damon	Morongo Band of Mission Indians																		
Smith, Larry	Hemet, WRCOG				X						X								
Spence, David	La Cañada Flintridge/Arroyo		X					X	X		X		X						
Spiegel, Karen	Corona/WRCOG				X			X	X		X		X						
Spohn, Tim	Industry/SGVCOG		X					X	X				X						
Stanton, Barb	Apple Valley					X		X			X		X						
Stone, Jeff*	Riverside				X				X		X		X						
Talamantes, Jess	Burbank/SFVCOG		X					X	X		X		X						
Tercero, Brent	Pico Rivera		X										X						
Voss, Don*	La Cañada Flintridge		X					X	X		X								
Wapner, Alan* (Chair)	Ontario, SANBAG					X		X	X		X		X						
Wilson, Michael*	Indio, CVAG				X								NM						
Totals		1	26	11	12	6	2												

* Regional Council Member



2014 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

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**All Regular Meetings are scheduled on the
1st Thursday of each month, except for September***

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

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February 6, 2014

March 6, 2014

April 3, 2014

May 1 – 2, 2014**(SCAG 2014 Regional Conference & General Assembly)**

June 5, 2014

DARK IN JULY

August 7, 2014

September 11, 2014***(Note: League of California Cities Annual Conference in Los Angeles, Sept. 3 – 5)**

October 2, 2014

November 6, 2014

December 4, 2014

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REPORT

DATE: August 7, 2014

TO: Energy & Environment Committee (EEC)
Community Economic and Human Development Committee (CEHD)
Transportation Committee (TC)

FROM: Sarah Jepson, Manager, Active Transportation & Special Programs,
213-236-1955, jepson@scag.ca.gov

SUBJECT: Federal Highway Administration (FHWA) Nonmotorized Transportation Pilot Program
Final Report

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

In May 2014, the Federal Highway Administration (FHWA) released an updated report on the Nonmotorized Transportation Pilot Program (NTPP). The NTPP was administered by FHWA from August 2005 through 2013 and provided approximately \$25 million to four pilot communities for pedestrian and bicycle infrastructure and nonmotorized programs. The updated report includes the results of seven years of data collection on program implementation; transportation mode shift towards walking and bicycling; and related health and environmental benefits. The findings reflect that the NTPP provided substantial community benefits by increasing community mobility, enhancing air quality and improving public health.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective 3: Provide practical solutions for moving new ideas forward

BACKGROUND:

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) provided approximately \$25 million through the NTPP to four pilot communities (Columbia, Missouri; Marin County, California; Minneapolis area, Minnesota; and Sheboygan County, Wisconsin) for pedestrian and bicycle infrastructure and nonmotorized programs. As part of the NTPP, FHWA was required to submit reports to Congress on the program's progress and outcomes. This report represents an update to the findings in the 2012 Final Report to Congress with evaluation of three additional years of data, reflecting additional projects that have been completed. This report also expands the scope of analysis to further consider priority themes of access, environment, safety, and public health.

Key outcomes from NTPP described in this report include:

- **Spending:** After seven years and as of late 2013, the four NTPP pilot communities reported investing \$88.5 million of NTPP funds in nonmotorized transportation projects or programs (\$79.8 million in on- and off-street infrastructure, \$7.5 million in outreach, education, and marketing programs, and \$1.3 million in bicycle/parking). The pilot communities also leveraged \$59 million in other Federal, State, local, and private funds.

- **Mode Share Shift:** An estimated 85.1 million vehicle miles traveled (VMT) were averted from increased nonmotorized trips between 2009 and 2013 relative to the 2007 baseline. The walking mode share increased 15.8 percent from 2007 to 2013, while the bicycling mode share increased 44 percent over the same period. This translates to 22.8 percent and 48.3 percent increase in the number of pedestrian and bicycle trips across the four communities.
- **Project-Level Outcomes:** Trip counts increased up to 56 percent and 115 percent at individual pedestrian and bicycle project sites, respectively. Infrastructure projects also enhanced nonmotorized transportation routes to community amenities and transit hubs. Community outreach programs increased knowledge of nonmotorized transportation options and safety, and some projects expanded access to bicycling for underserved populations.
- **Access and Mobility:** NTPP expanded bicycle network access to approximately 240,000 people, 106,000 housing units, and 102,000 jobs. More than 70 percent of all NTPP infrastructure projects connect to employment centers, schools, parks, and recreation areas.
- **Environment and Energy:** NTPP saved an estimated 25 pounds of CO₂ pollution in 2013 per capita in the pilot communities, or a total of 9,065 tons. This is equivalent to saving over 1.25 gallons of gas per capita in 2013 or nearly 3.6 million gallons between 2009 and 2013. NTPP saved an estimated 3.6 million gallons of gasoline between 2009 and 2013. This translates to an estimated 34,629 tons of CO₂ emissions averted over that time period. In 2013, the pilot communities reduced emissions of hydrocarbons (33.4 tons), particulate matter (255 pounds PM₁₀ and 241 pounds PM_{2.5}), nitrogen oxides (23.3 tons), and carbon monoxide (304.6 tons) that contribute to local air pollution.
- **Safety:** Despite large increases in nonmotorized transportation, the pilot communities collectively observed a 20 percent decline in the number of pedestrian fatalities and a 28.6 percent decline in the number of bicycle fatalities from 2002 to 2012. Similarly, over the same time period, three of the communities experienced declines in the number of pedestrian injuries and pedestrian injury rates declined between 17.9 percent and 55.1 percent in each of the four communities. Bicycle injuries increased in three of the four communities, but bicycling injury rates (incidents per number of trips) declined between 8.6 and 38.2 percent in each of the four communities.
- **Public Health:** Based on the added bicycling trips observed just in 2013, the U.S. Centers for Disease Control and Prevention (CDC) estimates reduced economic cost of mortality of \$46.3 million from bicycling in 2013. This does not include reduced economic cost of mortality from walking or benefits from reduced economic costs of morbidity, which are likely higher than mortality.
- **Build-Out:** The benefits of the NTPP investments will continue into the future. Depending on future walking and bicycling trends in the pilot communities, the pilot communities' nonmotorized transportation investments could avert 266 million VMT over the next ten years, and other benefits, such as health, safety, and environmental benefits, would increase under similar potential scenarios.

REPORT

The analysis of the NTPP is a useful tool for understanding the potential benefits of large investments in nonmotorized transportation planning, infrastructure, and programs. The report also includes lessons learned on planning, implementing and evaluation of non-motorized funding programs that staff will consider during the development of the 2016 RTP/SCS and state and regional guidelines for future cycles of the Active Transportation Program.

The full report may be viewed

at: http://www.fhwa.dot.gov/environment/bicycle_pedestrian/ntpp/2012_report/final_report_april_2012.pdf

FISCAL IMPACT:

None

ATTACHMENT:

Final Report Executive Summary

Executive Summary

Introduction

Section 1807 of the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) P.L. 109-59 established the Nonmotorized Transportation Pilot Program (NTPP) in August 2005.¹ Over the span of 4 years, the NTPP provided roughly \$25 million annually in contract authority allocated equally among four pilot communities (Columbia, Missouri; Marin County, California; Minneapolis, Minnesota; and Sheboygan County, Wisconsin) “to construct ... a network of nonmotorized transportation infrastructure facilities, including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas, and other community activity centers.” From its inception, the NTPP was designed as a demonstration program to gather statistical information on transportation mode share shifts before and after the implementation of nonmotorized transportation infrastructure and educational or promotional programs. The program was intended to “demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, and represent a major portion of the transportation solution, within selected communities.”

Throughout the program to date, the four communities, each with unique physical and demographic characteristics, identified and implemented a locally devised strategy to significantly increase the use of nonmotorized transportation, along with the accompanying safety, environmental, and health benefits. This report represents the culmination of that initial implementation and analytical effort.

Key outcomes of the NTPP described in this report include:

- An estimated 16 million miles were walked or bicycled that would have otherwise been driven in 2010, and an estimated 32 million driving miles were averted between 2007 and 2010.²
- Counts in the four pilots saw an average increase of 49 percent in the number of bicyclists and a 22 percent increase in the number of pedestrians between 2007 and 2010.
- In each community, a greater percentage of pedestrian and bicycling trips included transit in 2010 than in 2007.
- Mode share increases in the pilot communities to bicycling and walking and away from driving from 2007 to 2010 outpaced the national average from 2001 to 2008. For the communities in sum, bicycling mode share increased 36 percent, walking mode share increased 14 percent, and driving mode share decreased 3 percent between 2007 and 2010.
- The additional nonmotorized trips in the pilot communities in 2010 reduced the economic cost of mortality by an estimated \$6.9 million.
- While each pilot community experienced increases in bicycling and walking from 2005 to 2009, fatal bicycle and pedestrian crashes held steady or decreased in all of the communities.
- The pilot communities saved an estimated 22 pounds of CO₂ in 2010 per person or a total of 7,701 tons. This is equivalent to saving over 1 gallon of gas per person or nearly 1.7 million gallons from 2007 to 2010.
- Thousands of people were reached by training classes, personalized outreach, and other educational and promotional activities; many people tried bicycling for the first time in their adults lives or ever.

¹ Since the expiration of SAFETEA-LU on September 30, 2009, the NTPP received additional funds through SAFETEA-LU extensions during Fiscal Year 2010.

² 2007 was used as the base year for analysis since that was the first year of consistent data collection among the pilot communities; very few projects were implemented before that time.

- New plans and studies funded through NTPP will continue to improve nonmotorized transportation into the future.
- Education and training for local planners, engineers, and elected officials has helped to institutionalize nonmotorized planning and projects into the future.
- Expanded transportation options for all segments of the population, prioritizing access to schools, shopping, transit, and other community centers.

The remainder of the Executive Summary provides an overview of the four pilot communities, the program investments, evaluation results, and lessons learned.

Table 1: Pilot Communities

Pilot Community	Population	Project Name	Key Community Characteristics
Columbia, Missouri	108,500	Getabout Columbia	<ul style="list-style-type: none"> • College town; large institutional employers (university, medical, and insurance)
Marin County, California	252,409	WalkBikeMarin	<ul style="list-style-type: none"> • Topography is a major challenge with smaller towns situated in valleys separated by steep ridges, limited connecting roadways • Pilot target area focused on eastern, urbanized corridor, including 11 cities and towns
Minneapolis, Minnesota	382,578	Bike Walk Twin Cities	<ul style="list-style-type: none"> • Largest and most diverse population of the pilot communities and most densely developed • Relatively flat, extreme winter weather • Pilot area includes primary city and portions of adjacent municipalities
Sheboygan County, Wisconsin	115,507	NOMO	<ul style="list-style-type: none"> • Largest land area of the pilot communities • Limited prior experience with nonmotorized transportation • 15 townships, 10 villages, 3 cities • Manufacturing remains a significant employment sector

Program Investments

The NTPP funding provided an opportunity for pilot communities to make significant investments in walking and bicycling infrastructure and education.

As shown in Figure 1, program-wide, the vast majority of total program funds (89.2 percent) have been spent on infrastructure, with the next highest share (7.9 percent) spent on outreach, education, and marketing programs. The remaining funds have been spent on bicycle parking (2.1 percent) and planning (0.8 percent). In addition to funding infrastructure and non-infrastructure projects, the communities set aside funds for evaluation, communications support, and program administration. Combined, the four communities spent approximately \$1.6 million on evaluation, \$2.1 million on communications support, and \$6 million on program administration. The Federal Highway Administration (FHWA) also contributed approximately \$360,000 of its own research funds to support NTPP evaluation.

Figure 1: Percent Funding by Project Type

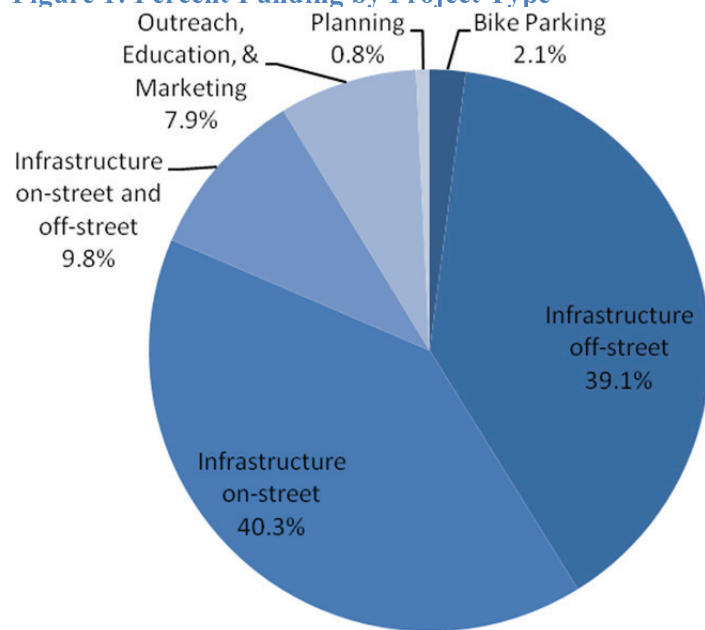


Table 2 shows the extent of planned and completed infrastructure projects funded through the program. In addition to infrastructure projects, strategic and innovative outreach and educational programming have reached thousands of residents, providing information and skills to help increase walking and bicycling activity. These efforts were instrumental in helping to institutionalize nonmotorized transportation projects in each pilot community and continue the cultural shift in travel behavior.

Table 2: Planned and Completed Capital Projects in all NTPP Communities

Project Type	Miles/Spaces (funded)	Miles/Spaces (complete)*	% Complete*
On-road facilities	333	214	64%
Off-road facilities	23	7	31%
Bicycle parking	5,727	5,461	95%

* as of August 2011

Each community had a unique approach to program implementation and project selection, depending on existing facilities, plans, and identified needs. While all of the communities invested heavily in infrastructure, areas with fewer existing facilities focused primarily on laying foundations for comprehensive nonmotorized transportation networks, including through planning, while in other settings, more complicated gap-filling projects were most appropriate.

Evaluation Results

To respond to the legislation, the FHWA and the pilot communities created a Working Group (WG) composed of representatives from the administering agencies in each of the communities, FHWA, the U.S. Department of Transportation's Volpe National Transportation Systems Center (Volpe Center), Rails-to-Trails Conservancy (RTC), the Marin County Bicycle Coalition, and the Centers for Disease Control and Prevention (CDC). The WG first met in the fall of 2005 and has held regular teleconferences and annual meetings to discuss progress and challenges and coordinate efforts across the pilot communities. The WG developed and implemented both project-level and community-wide evaluation approaches to assess the travel behavior impacts of the nonmotorized investments. These two concurrent evaluation efforts were as follows:

- **Project-Level Evaluation:** identified the specific impact of individual projects. Each community selected a handful of infrastructure and non-infrastructure projects to evaluate and then undertook counts and surveys to determine their effectiveness.
- **Community-Wide Evaluation:** each community selected several infrastructure projects, both individually and synergistically, and non-infrastructure projects, such as nonmotorized encouragement and marketing campaigns.

This approach relied on directly collected data and supplementary local and national data sources. In coordination with consultants and academic experts, the WG's Evaluation Subgroup guided the data collection effort and helped resolve technical issues as they arose.

For project-level evaluation, each community selected a small subset of projects to receive more in-depth evaluation. For infrastructure projects, counts revealed substantial increases and continual growth in nonmotorized travel activities in each of the studied corridors and intersections. Projects implemented towards the beginning of the program show annual and absolute increases in users over multiple years. In addition to increased nonmotorized travel, anecdotal project-level studies revealed slower driving speeds and safer conditions for pedestrians and bicyclists. Non-infrastructure projects resulted in training and outreach for thousands of participants; improving the awareness of nonmotorized issues and directly benefiting a variety of community members and professionals in each of the pilots.

For community-wide evaluation, bookend counts following the National Pedestrian and Bicycle Documentation Project methodology, showed walking and bicycling increased in each of the communities between 2007 and 2010. These counts point to an increase of 22 percent for walking and 49 percent for bicycling across the count locations. Furthermore, utilizing survey data, the WG found that for most of the communities increased bicycling and walking trips were primarily attributable to utilitarian trips in 2010 compared to 2007,³ though recreational and exercise activity increased as well.

The WG developed two models, the NTPP and Intercept Survey models, to determine the impacts of the NTPP regarding energy, the environment, and health in terms of trips and vehicle miles averted. These models conservatively estimate that between 2007 and 2010, people walked or bicycled between 32.3 and 37.8 million more miles in the pilot communities than they would have without the NTPP (controlling for population growth). Assuming a one-to-one trade-off between vehicle trips and nonmotorized trips, the WG used the Intercept Survey model to estimate that between 2007 and 2010, 1.67 million gallons of gasoline were conserved and over 30.8 million pounds of carbon dioxide emissions averted as a result of the NTPP. Substantial reductions/savings in other criteria air pollutants that contribute to health problems were also noted.

Lessons Learned

Through the course of the pilot program, FHWA and the four communities have learned many lessons about nonmotorized transportation planning, implementation, and evaluation. Several lessons are listed below, with greater detail provided in the text of the report.

Pilot Program Design

- Program status elevates agency commitment
- Funding flexibility supports innovations to meet local needs
- Delivery of small projects should be streamlined
- Short-term results underestimate benefits
- WG approach adds value

³ Note that while Columbia, Marin County, and Sheboygan County administered their surveys on weekdays and a weekend day during various times in the afternoon, notably, Minneapolis only administered their survey on a weekday during the commute time period between 4:00 and 6:00 p.m.

Program Planning and Implementation

- Comprehensive bicycle/pedestrian plans and street design policies provide advantages
- Leveraging funds expands program impact
- Nonmotorized programs must combine capital and programmatic investments

Building Capacity

- Projects and outreach efforts must be culturally and generationally appropriate
- Education and training for engineers and local staff provide long-term benefit
- Exposure to best practices leads to breakthroughs
- Local examples help build public support

Stakeholders and Partnerships

- Broad public education and outreach create better understanding of program goals
- NTPP provides opportunities to build relationships with local employers
- Early support from local officials benefits projects through entire process
- New inter-agency and intra-agency connections highlight common goals

Research and Evaluation

- WG collaboration leads to new evaluation approaches
- Evaluation highlights importance of both community-wide and project-level approach
- Institutionalized location counts are significant
- Count data provide basis to measure community-wide results

Continuing the Progress

Programs like NTPP reflect the ability of nonmotorized investments to transform communities, improving quality of life, by expanding safe and healthy travel options. The findings from NTPP demonstrate the importance of nonmotorized transportation and how these transportation modes can enrich communities. In March 2010, the U.S. Department of Transportation (DOT) released a *Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations* which stressed the importance of building safe and convenient multimodal transportation systems. The findings from the NTPP affirm the words of the *Policy Statement*:

Increased commitment to and investment in bicycle facilities and walking networks can help meet goals for cleaner, healthier air; less congested roadways; and more livable, safe, cost-efficient communities. Walking and bicycling provide low-cost mobility options that place fewer demands on local roads and highways. DOT recognizes that safe and convenient walking and bicycling facilities may look different depending on the context — appropriate facilities in a rural community may be different from a dense, urban area. However, regardless of regional, climate, and population density differences, it is important that pedestrian and bicycle facilities be integrated into transportation systems. While DOT leads the effort to provide safe and convenient accommodations for pedestrians and bicyclists, success will ultimately depend on transportation agencies across the country embracing and implementing this policy.

REPORT

DATE: August 7, 2014

TO: Energy and Environment Committee (EEC)
Community, Economic & Human Development Committee (CEHD)
Transportation Committee (TC)

FROM: Rongsheng Luo, Program Manager, 213-236-1994, luo@scag.ca.gov

SUBJECT: 2016 South Coast Air Quality Management Plan (AQMP) Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File

EXECUTIVE SUMMARY:

Pursuant to federal and state laws, the 2016 South Coast Air Quality Management Plan (AQMP) is under development to attain federal and state air quality standards in the South Coast Air Basin. The three agencies responsible for developing the AQMP are the South Coast Air Quality Management District (SCAQMD), the California Air Resources Board (ARB), and SCAG. The staff report includes a status update of the 2016 South Coast AQMP development process.

BACKGROUND:

Pursuant to the Federal Clean Air Act (CAA), state implementation plans (SIPs) demonstrating attainment with the 2008 8-hour ozone and the 2012 annual PM_{2.5} National Ambient Air Quality Standards in the South Coast Air Basin are required to be prepared and submitted to the U.S. Environmental Protection Agency (EPA). In addition to the SIPs, the 2016 AQMP will also include an update to the previously submitted 1997 8-hour ozone and 1-hour ozone SIPs. The 2016 AQMP is being prepared by the SCAQMD, the lead agency; the ARB; and SCAG.

SCAG is required to prepare its portion of the 2016 AQMP, the Regional Transportation Strategy and Control Measures, based on the upcoming 2016 RTP/SCS. Therefore, the 2016 RTP/SCS may need to consider how regional policies, strategies, and investment programs can appropriately contribute to attaining the more stringent new ozone and PM_{2.5} standard for our region.

The 2016 AQMP will include an important component relative to future regional transportation planning and federal transportation conformity requirements, the motor vehicle ozone emissions budgets, which set an upper limit that on-road transportation activities are permitted to emit. The ozone and PM_{2.5} emission budgets established as part of the 2016 AQMP process and adopted in the final SIP will become the functioning ozone and PM_{2.5} emission budgets for transportation conformity for future RTP/Federal Improvement Program (FTIP) and RTP/FTIP amendments post the effectiveness date of the new emission budgets.

At EEC's meeting on January 2, 2014, staff presented an overview of the requirements, challenges, and status of the 2016 South Coast AQMP. The following status update highlights the major 2016 AQMP development activities since the last report:

2016 AQMP Advisory Group Meetings:

- Two AQMP Advisory Group meetings were held in April and May 2014, respectively, to discuss 1) the formation and goals of the 2016 AQMP Advisory Group; 2) the first components of 2016 AQMP/State Implementation Plan (SIP) submittals to the U.S. Environmental Protection Agency (EPA) by July 2014; and 3) the formation of White Paper Working Groups. SCAG staff, Huasha Liu and Jonathan Nadler, are members of the AQMP Advisory Group.

White Paper Working Groups Meetings:

- Purpose of White Papers: To lay out technical and policy issues associated with various emission sectors and to initiate dialogues with stakeholders regarding SIP strategy development, SCAQMD staff will coordinate the preparation of nine White Papers covering the following topics during 2014 and 2015:
 - ✓ Preface to White Papers
 - ✓ 21st Century Goods Movement System and Air Quality
 - ✓ Passenger Transportation (will include discussion of vehicle technology/fuel strategies mainly under ARB's jurisdiction as well as VMT reduction/infrastructure strategies based on SCAG's RTP/SCS)
 - ✓ Energy Outlook
 - ✓ Residential and Commercial Energy Use
 - ✓ Industrial Facility Modernization
 - ✓ VOC Controls
 - ✓ PM Controls
 - ✓ A Business Case for Clean Air

The Attachment includes an outline for each of the nine proposed White Papers.

- White Paper Working Groups: Nine White Paper Working Groups have been formed. Each Working Group has 9 to 25 organizations, and each AQMP Advisory Group member organization has one seat at the table. SCAG staff is participating in all White Paper Working Groups. Of particular note, SCAG staff will be providing information relative the 2012 and 2016 Regional Transportation Plan/Sustainable Communities Strategy as major components of the Passenger Transportation and Goods Movement White Papers. Any interested parties can attend the White Paper Working Group meetings and working group members and interested parties will receive meeting notices. If interested in receiving additional information, send an email to aqmp@aqmd.gov.
- White Paper Working Group Meetings: Each of the nine White Paper Working Groups held its first meeting between June 24 and July 23, 2014. These initial meetings were held to solicit input from members of the Working Groups to identify issues and scope for the respective White Papers.

First Components of 2016 AQMP/SIP Submittals:

- Reasonably Available Control Technology (RACT) Demonstration: As a component of the 2016 AQMP, SCAQMD was required to submit a RACT Demonstration to U.S. EPA by July 20, 2014. The RACT analysis is a comprehensive assessment of the adequacy and comparative levels of stationary source emissions controls achieved in practice throughout the nation. South Coast Air District staff has performed the analysis demonstrating that SCAQMD current rules largely meet U.S. EPA's criteria for RACT acceptability and inclusion in the SIP. The analysis also identifies a few areas for further evaluation as part of the 2016 AQMP control measure development. On June 6, 2014, SCAQMD

REPORT

Governing Board approved a Resolution certifying that the SCAQMD's current air pollution rules and regulations fulfill the 8-hour ozone Reasonably Available Control Technology requirements, and adopting the RACT SIP revision, and directed SCAQMD staff to forward the updated analysis to ARB for review and submission to the U.S. EPA.

- **Base Year 2012 8-Hour Ozone Baseline Emission Inventory:** The Federal Clean Air Act (CAA) requires states and local governments to prepare baseline emission inventories for all areas exceeding the National Ambient Air Quality Standards within two years of designation. An emission inventory is a systematic listing of air pollutant sources, along with an accounting of the amount of pollutants emitted by each source or category over a given period of time. This accounting is an estimate of emissions, not a direct measurement of ambient concentrations. The emission inventory is an essential tool to support the evaluation, control, and mitigation of air pollutants. Inventory data is used as primary input for air quality modeling, for developing control strategies, and to provide a means to track progress in meeting emissions reduction commitments. More specifically, the inventories are used to assist in demonstrating attainment of the standards.

ARB staff has compiled the statewide Base Year 2012 Emission Inventory SIP Submittal which reflects the most up-to-date emission inventory for all the sixteen 2008 8-hour ozone nonattainment areas in California, including the South Coast and the other six nonattainment areas in the SCAG region. Since the statewide attainment challenges for the national 8-hour ozone standard occur in the summer months, the Base Year 2012 Emission Inventory includes the 2012 baseline summer season (May-October) planning emission inventories (tons/day) for nitrogen oxides (NOx) and volatile organic compounds (VOCs), the two precursors to ozone formation, for the sixteen areas. On June 26, 2014, the ARB Board approved a Resolution adopting the Base Year 2012 Emission Inventory SIP Submittal as a revision to the California SIP, and directed the ARB Executive Officer to forward the Emission Inventory SIP Submittal to U.S. EPA.

Next Steps:

Subject to the final 8-hour ozone implementation rule, SCAQMD plans to submit to U.S. EPA the Reasonable Further Progress demonstration by July 2015, and the ozone attainment demonstration, including SCAG's Regional Transportation Strategy and Control Measures, by July 2016.

SCAG staff will continue to provide status updates and other relevant information to policy committees as appropriate.

FISCAL IMPACT:

Work associated with this item is included in the current FY 2014-15 Overall Work Program (15-025.SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

SCAQMD White Papers Presentation to 2016 AQMP Advisory Group

Agenda Item #4: White Papers

Elaine Chang, DrPH
Deputy Executive Officer
Planning and Rules

Background



- 2016 AQMP
 - ❑ Better integrated planning (air quality, climate, energy, transportation)
 - ❑ Prepare a series of white papers to lay out technical and policy issues

Topics



- “Preface to White Papers”
- 21st Century Goods Movement System and Air Quality
- Passenger Transportation
- Energy Outlook
- Residential and Commercial Energy Use
- Industrial Facility Modernization
- VOC Controls
- PM Controls
- A Business Case for Clean Air

“Preface to White Papers”



- Purpose of white papers
- Review of topics and inter-relationship between topics
- General format of white papers

21st Century Goods Movement System and Air Quality



- Include all goods movement sectors
- Advanced technology and operational efficiency opportunities with potential scenario analysis
- Infrastructure needs and possible schedule
- Needed Investments
- Potential business case
- Job opportunities and education/training needed
- Action Plan

Passenger Transportation



- Advanced technology and operational efficiency opportunities with potential scenario analysis
- Programs for accelerated vehicle turnover
- Infrastructure needs and possible schedule
- Investment Plan – Public and private funding needs/opportunities
- Job opportunities and education/training needed
- Action Plan

Energy Outlook



- Energy demand and supply assessment by fuel type for various potential scenarios
- Identifying any new infrastructure needs and potential costs
- Action plan including inter-agency coordination

Residential and Commercial Energy Use



- Residential and commercial building energy use
 - opportunities for energy efficiency, load shift/shaving, renewable, distributed generation
 - enhanced inclusion in AQMP

Industrial Facility Modernization



- Advanced technology and efficiency opportunities with potential scenario analysis
- Identify barriers/incentives for equipment modernization via equipment replacement
- NSR modernization to incentivize clean technologies
- Incentive/Financing programs

VOC Controls



- The role of VOC in ozone attainment strategy: where and how much
- Practical applications for time, place, and reactivity controls and “off-season” manufacturing activity
- Potential enhancement to existing regulatory programs
- Job training programs
- Consumer products and public education

PM Controls



- Evaluation of control technology feasibility
 - ☐ Commercial cooking
 - ☐ Further SO_x reductions
 - ☐ Fugitive dust
 - ☐ Ammonia

A Business Case for Clean Air



- Costs and benefits of clean air
- What is the business case?
- Are there winners and losers?/Who pays and who benefits?

Process



- Close collaboration with CARB
- Close collaboration with SCAG, CTCs, and subregional COGs on transportation/land use issues
- Periodic updates to Mobile Source Committee and AQMP Advisory Group
- AQMP White Paper Subgroups
 - ❑ AQMP Advisory Group members
 - ❑ Other interested parties
 - ❑ Technology experts
 - ❑ Open to the public
- Schedule: 2014- 2015

AQMP White Paper Subgroups



- “Preface to White Papers”
 - ❑ Susan Nakamura/Sam Atwood
- 21st Century Goods Movement System and Air Quality
 - ❑ Peter Greenwald/Henry Hogo
- Passenger Transportation
 - ❑ Henry Hogo
- Energy Outlook
 - ❑ Susan Nakamura/Aaron Katzenstein

AQMP White Paper Subgroups (*continued*)



- Residential and Commercial Energy Use
 - ❑ Phil Fine/Aaron Katzenstein
- Industrial Facility Modernization
 - ❑ Susan Nakamura
- VOC Controls
 - ❑ Phil Fine/Joe Cassmassi
- PM Controls
 - ❑ Phil Fine/Tracy Goss
- A Business Case for Clean Air
 - ❑ Elaine Chang/Peter Greenwald

AQMP White Paper Subgroups Participation



- Encouraged to participate in subgroups that will address the specific policy paper topics
- If interested in participating, send email to aqmp@aqmd.gov
- Include name, organization, contact information (e.g., email, phone number) and interested white paper topic(s)
- Please signup by Friday, April 25, 2014

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DATE: August 7, 2014

TO: Transportation Committee (TC)

FROM: Philip Law, Manager of Transit/Rail, 213-236-1841, law@scag.ca.gov

SUBJECT: Federal Policy Guidance on Metropolitan Planning Organization (MPO) Representation of Transit Providers

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly issued final policy guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) that require representation by providers of public transportation in each Metropolitan Planning Organization (MPO) that serves a Transportation Management Area (TMA) by October 1, 2014. This report summarizes the policy guidance and SCAG staff's process for addressing the requirement. Staff will bring forward recommendations to the Regional Council for approval at its September 11, 2014 meeting.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

MAP-21 establishes a performance management framework that facilitates performance-based planning and programming. MPOs are also given new transit-related responsibilities to establish performance targets with respect to transit state of good repair and transit safety, and to address these targets in their Regional Transportation Plans (RTPs) and Transportation Improvement Programs (TIPs). Accordingly, MAP-21 requires representation by providers of public transportation in each MPO that serves an area designated as a TMA (defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 Census). The FTA and FHWA jointly issued proposed policy guidance on MPO representation on September 30, 2013. SCAG staff provided comments to FTA and FHWA on the proposed guidance, and informed the TC at its November 7, 2013 meeting.

On June 2, 2014, the FTA and FHWA jointly issued final guidance (see attached) requiring representation by "providers of public transportation" (hereinafter referred to as "public transportation representative") on each MPO serving an area designated as a TMA by no later than October 1, 2014. The intent is for the public transportation representative, once designated, to have equal decision-making rights and authorities as other members on the MPO's Board. The role of the public transportation representative is to consider needs of all eligible providers of public transportation in the metropolitan planning area and to address those issues that are relevant to the responsibilities of the MPO. The public transportation representative should

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be an elected or appointed member of the provider's board of directors or a senior officer of the provider (e.g., chief executive officer or general manager). The public transportation representative should not also represent other entities on the MPO Board.

MPOs have flexibility to determine the most effective process for selecting the public transportation representative. For MPOs serving a TMA that has multiple providers of public transportation, selection of the public transportation representative must be done in a cooperative manner with all eligible providers (defined in the final policy guidance as those providers who are eligible to be a designated recipient, a direct recipient, or a sub-recipient of the Urbanized Area Formula funding program). The MPO must document the cooperative selection process, and the MPO must formally adopt the structure of including a public transportation representative on the MPO Board through a resolution, bylaws amendment, a metropolitan planning agreement or other documentation, as appropriate.

This matter was discussed by the executives of the six (6) County Transportation Commissions (CTCs) and SCAG at their monthly Chief Executive Officers (CEOs) meeting on June 20, 2014. The CEOs recommended that there be one public transportation representative appointed to the Regional Council (RC) to represent the transit interests of all the operators in the SCAG region. The representative would serve a two-year appointment consistent with the two-year term for existing RC members. The position would rotate among the six (6) counties, and the appropriate CTC would make the two-year appointment subject to the SCAG President's official appointment. Given that it is the largest transit operator in the SCAG region, the CEOs also recommended that a representative from the Los Angeles County Metropolitan Transportation Authority serve as the initial public transportation representative appointed to the RC.

This matter will be discussed with the Regional Transit Technical Advisory Committee (RTTAC) at its July 30, 2014 meeting. The RTTAC is composed of staff representatives from the region's transit operators and provides a forum for coordination of technical input in the development of the Regional Transportation Plan. Staff will update the TC verbally, as needed, about input received from the RTTAC.

SCAG staff will bring forward a recommendation to the Regional Council on September 11, 2014, on how to best implement the new rules.

FISCAL IMPACT:

Funding for SCAG staff's work on the matter is included in FY 2014-15 OWP 140.SCG00121.01.

ATTACHMENT:

FTA and FHWA Policy Guidance on MPO Representation

open or closed when the person who will be exposed approaches the equipment and the text shall be at least 10 millimeters (height). Labeling on the device must include the following statement:

Attention: This sunlamp product should not be used on persons under the age of 18 years.

(B) Manufacturers shall provide validated instructions on cleaning and disinfection of sunlamp products between uses in the user instructions.

(ii) *Sunlamp products and UV lamps intended for use in sunlamp products.* Manufacturers of sunlamp products and UV lamps intended for use in sunlamp products shall provide or cause to be provided in the user instructions, as well as all consumer-directed catalogs, specification sheets, descriptive brochures, and Web pages in which sunlamp products or UV lamps intended for use in sunlamp products are offered for sale, the following contraindication and warning statements:

(A) “Contraindication: This product is contraindicated for use on persons under the age of 18 years.”

(B) “Contraindication: This product must not be used if skin lesions or open wounds are present.”

(C) “Warning: This product should not be used on individuals who have had skin cancer or have a family history of skin cancer.”

(D) “Warning: Persons repeatedly exposed to UV radiation should be regularly evaluated for skin cancer.”

(c) *Performance standard.* Sunlamp products and UV lamps intended for use in sunlamp products are subject to the electronic product performance standard at § 1040.20 of this chapter.

Dated: May 27, 2014.

Leslie Kux,

Assistant Commissioner for Policy.

[FR Doc. 2014-12546 Filed 5-29-14; 11:15 am]

BILLING CODE 4160-01-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

49 CFR Part 613

Federal Highway Administration

23 CFR Part 450

[Docket No. FTA-2013-0029]

Policy Guidance on Metropolitan Planning Organization (MPO) Representation

AGENCIES: Federal Transit Administration (FTA) and Federal Highway Administration (FHWA), DOT.

ACTION: Policy guidance.

SUMMARY: The FTA and FHWA are jointly issuing this guidance on implementation of provisions of the Moving Ahead for Progress in the 21st Century Act (MAP-21), that require representation by providers of public transportation in each metropolitan planning organization (MPO) that serves a transportation management area (TMA) no later than October 1, 2014. The purpose of this guidance is to assist MPOs and providers of public transportation in complying with this new requirement.

DATES: Effective June 2, 2014.

FOR FURTHER INFORMATION CONTACT: Dwayne Weeks, FTA Office of Planning and Environment, telephone (202) 366-4033 or Dwayne.Weeks@dot.gov; or Harlan Miller, FHWA Office of Planning, telephone (202) 366-0847 or Harlan.Miller@dot.gov.

SUPPLEMENTARY INFORMATION:

Introduction

The FTA and FHWA are jointly issuing this policy guidance on the implementation of 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), as amended by sections 1201 and 20005 of MAP-21, Public Law 112-141, which require representation by providers of public transportation in each MPO that serves an area designated as a TMA by October 1, 2014.¹ A TMA is defined as an urbanized area with a population of over 200,000 individuals as determined by the 2010 census, or an area with a population of fewer than 200,000

individuals that is designated as a TMA by the request of the Governor and the MPO designated for the area.² As of the date of this guidance, of the approximately 420 MPOs throughout the Nation, approximately 210 MPOs serve an area designated as a TMA. The FTA and FHWA will issue a joint notice of proposed rulemaking to amend 23 CFR part 450 and 49 CFR part 613 to make these planning regulations consistent with these and other current statutory requirements. Once FTA and FHWA issue a final rule amending the planning regulations, MPOs must comply with the requirements in those regulations.

To increase the accountability and transparency of the Federal-aid highway and Federal transit programs and to improve project decisionmaking through performance-based planning and programming, MAP-21 establishes a performance management framework. The MAP-21 requires FHWA to establish, through a separate rulemaking, performance measures and standards to be used by States to assess the condition of the pavements and bridges, serious injuries and fatalities, performance of the Interstate System and National Highway System, traffic congestion, on-road mobile source emissions, and freight movement on the Interstate System.³ The MAP-21 also requires FTA to establish, through separate rulemakings, state of good repair and safety performance measures, and requires each provider of public transportation to establish performance targets in relation to these performance measures.⁴

To establish performance targets that address these performance measures, States and MPOs must coordinate their targets with each other to ensure consistency, to the maximum extent practicable.⁵ For transit-related performance targets, States and MPOs must coordinate their targets relating to safety and state of good repair with providers of public transportation to ensure consistency with other performance-based provisions applicable to providers of public transportation, to the maximum extent practicable.⁶ An MPO must describe in its metropolitan transportation plans the performance measures and targets used to assess the performance of its transportation system.⁷ Statewide and metropolitan transportation

¹ “Not later than 2 years after the date of enactment of the Federal Public Transportation Act of 2012, each metropolitan planning organization that serves an area designated as a transportation management area shall consist of . . . officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation.” 49 U.S.C. 5303(d)(2)(B). See also 23 U.S.C. 134(d)(2)(B).

² 23 U.S.C. 134(k)(1); 49 U.S.C. 5303(k)(1).

³ 23 U.S.C. 150(c).

⁴ 49 U.S.C. 5326(b), (c), 5329(b), (d).

⁵ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).

⁶ 23 U.S.C. 134(h)(2); 49 U.S.C. 5303(h)(2).

⁷ 23 U.S.C. 134(i)(2)(B); 49 U.S.C. 5303(i)(2)(B).

improvement programs (STIPs and TIPs) must include, to the maximum extent practicable, a description of the anticipated effect of the program toward achieving the performance targets established in the statewide or metropolitan transportation plan, linking investment priorities and the highway and transit performance targets.⁸ These changes to the planning process will be addressed in FHWA and FTA's anticipated joint rulemaking amending 23 CFR part 450 and 49 CFR part 613.⁹

As part of its performance management framework, MAP-21 assigns MPOs the new transit-related responsibilities described above, i.e., to establish performance targets with respect to transit state of good repair and transit safety and to address these targets in their transportation plans and TIPs. Representation by providers of public transportation in each MPO that serves a TMA will better enable each MPO to define performance targets and to develop plans and TIPs that support an intermodal transportation system for the metropolitan area. Including representation by providers of public transportation in each MPO that serves an area designated as a TMA is an essential element of MAP-21's performance management framework and will support the successful implementation of a performance-based approach to transportation decisionmaking.

The FTA conducted an On-Line Dialogue on the MAP-21 requirement to include representation by providers of public transportation in each MPO that serves an area designated as a TMA from March 5 through March 29, 2013. Through this forum, FTA received input from MPOs, local elected officials, transit agencies, and the general public, with over 3,000 visits to the Web site. Over 100 ideas were submitted from 340 registered users who also provided hundreds of comments and votes on these ideas. Participants discussed the complex nature of MPOs and the advantages of providing flexibility for MPOs and providers of public transportation to decide locally how to include representation by providers of public transportation in the MPO.

To assist MPOs and providers of public transportation in understanding and satisfying the new requirement by the statutory deadline, FTA and FHWA issued proposed policy guidance for review and comment on September 30,

2013, with a 30-day comment period, under Docket Number FTA-2013-0029.¹⁰ The FTA and FHWA received 53 individual responses that contained approximately 160 comments. This guidance incorporates FTA and FHWA's responses to those comments.

Summary Discussion of Comments Received in Response to the Proposed Guidance

The proposed guidance sought comments on several specific issues: (1) The specifically designated representative; (2) the eligibility of representatives of providers of public transportation to serve as specifically designated representatives; (3) the cooperative process to select a specifically designated representative in MPOs with multiple providers of public transportation; (4) the role of the specifically designated representative; and (5) restructuring the MPOs to include representation by providers of public transportation.

The FTA and FHWA received 53 individual responses that contained approximately 160 comments: 25 MPOs, 10 providers of public transportation, 9 individuals, 4 trade associations, 4 others (including municipalities and advocacy organizations), and a State department of transportation. Several comments were outside the scope of this guidance and are therefore not addressed in this guidance. For example, some comments were specific to a situation in a particular metropolitan area. Where appropriate, FTA has reached out to the commenters to address their concerns. Comments pertaining to the guidance and FTA and FHWA's responses are discussed below.

The Need for Guidance in General

The FTA and FHWA received 19 comments supporting the need for policy guidance to implement MAP-21's changes to 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B). These commenters agreed that policy guidance would provide needed direction on how MPOs and providers of public transportation may meet the MAP-21 requirements for representation of providers of public transportation on MPOs.

The FTA and FHWA received three comments that stated the change in language to 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) does not warrant policy guidance because of the long history of granting MPOs latitude in deciding the composition of their policy boards. Moreover, these comments stated that the responsibilities added by

the new language can be addressed through the existing certification review process and do not warrant additional guidance.

The FTA and FHWA have determined that policy guidance is necessary to provide direction to MPOs and providers of public transportation on how to meet this new statutory provision within the 2-year time frame.

A Specifically Designated Public Transportation Representative

Twenty-three commenters expressed concurrence with the proposed guidance that the intent of the MAP-21 provision to include "representation by providers of public transportation" is that representatives of providers of public transportation, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. Thirteen commenters indicated that they did not support that interpretation of the provision and urged FTA and FHWA to provide flexibility to allow MPOs to include transit representation in ways that would fit the unique circumstances of each metropolitan area. Two of these commenters asserted that MAP-21 did not change a local jurisdiction's authority to assign voting rights to policy board members. One commenter stated there is no basis in law for requiring MPOs to alter their board compositions. Many asserted that including public transit agencies as non-voting members or on MPO technical or policy committees is adequate to satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B). A few commenters stated that a policy or technical committee would be more appropriate for transit decisionmaking, as MPO policy boards deal with many issues outside of transportation.

The clear intent of this legislative provision is to ensure that providers of public transportation are represented on the MPO board and should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. Contrary to the conclusions of some of the commenters, 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) expressly provide that MPOs serving TMAs must alter their board compositions, if necessary, in order to attain the statutorily required structure. Congress amended 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B) to provide that, among other mandatory MPO members, MPOs serving an area designated as a TMA specifically "shall consist of . . . representation by providers of public transportation." Congress also amended 23 U.S.C.

⁸ 23 U.S.C. 134(j)(2)(D); 49 U.S.C. 5303(i)(2)(D) (TIPs) and 23 U.S.C. 135(g)(4); 49 U.S.C. 5304(g)(4) (STIPs).

⁹ FHWA RIN 2125-AF52; FTA RIN 2132-AB10.

¹⁰ 78 FR 60015 (Sept. 30, 2013).

134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) to provide that an MPO “may be restructured to meet the requirements of paragraph (2) without undertaking a redesignation.” Additionally, the Conference Report accompanying MAP-21 states, “The conference committee requires the structure of all Metropolitan Planning Organizations include officials of public agencies that administer or operate public transportation systems within two years of enactment.”¹¹ Congress also made clear that the term *metropolitan planning organization* refers to “the policy board” of the organization, not its advisory or non-decisionmaking elements.¹²

Multiple MPOs that serve areas designated as TMAs commented that 23 U.S.C. 134(d)(3) and 49 U.S.C. 5303(d)(3) exempt them from having to comply with 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) because the MPOs are acting pursuant to authority created under State law that was in effect on December 18, 1991. The exemption has existed in statute in some form since 1991. The FTA and FHWA’s long-standing interpretation of this provision is that an exemption from the MPO structure requirements is only appropriate for an MPO where (1) the MPO operates pursuant to a State law that was in effect on or before December 18, 1991; (2) such State law has not been amended after December 18, 1991, as regards to the structure or organization of the MPO; and (3) the MPO has not been designated or re-designated after December 18, 1991. An MPO that claims an exemption should self-certify its exempt status with FTA and FHWA as part of the MPO certification process described at 23 CFR 450.334 or through some other documentation.

With respect to who should be eligible to represent providers of public transportation on the MPO, two commenters, including a transit industry trade association, requested that FTA and FHWA establish that the representative “must” be an elected official on the policy board of a provider being represented or a direct representative employed by a provider being represented. Another commenter expressed concern that the proposed qualifications of the representative were too specific. A few commenters requested that, in addition to the representative being an officer of a provider of public transportation or an elected official that serves on the board of directors of the provider of public transportation, the representative may

also be a non-elected member appointed to the board of directors of the provider of public transportation. The FTA and FHWA concur that an appointed member of a public transportation provider’s board of directors also can serve as a representative of providers of public transportation on the MPO. In keeping with FTA and FHWA’s goal of providing flexibility to MPOs, the representative should be either a board member (elected or appointed) or officer of a provider of public transportation being represented on the MPO. The guidance remains suggestive rather than mandatory in this respect.

Fourteen entities requested that the guidance state definitively that a representative of providers of public transportation cannot fulfill multiple roles on an MPO board, for example, due to that person’s position as a local elected official or an appropriate State official. These commenters asserted that an “MPO board member cannot simultaneously represent multiple organizations” and that an elected official who is appointed to the MPO as a representative of that official’s local government does not necessarily represent the interests of transit, even if he or she happens to be on the public transportation provider’s board. Eight commenters asserted that the presence on the MPO of local elected officials should fully satisfy the new requirement. Seven commenters sought clarity generally on this provision. The FTA and FHWA agree that this proposed provision needed clarification. The policy guidance states that a public transportation representative on an MPO should not serve as one of the other mandatory MPO members set forth in 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2). For example, a member of an MPO board whose assignment comes by virtue of his or her position as an elected official should not also attempt to serve as a representative of providers of public transportation on the MPO board.

A few commenters highlighted the potential conflict that could arise when a representative of providers of public transportation is the subordinate of another MPO board member and the superior board member’s and the public transportation providers’ interests do not align. Two commenters noted that when a local government is the provider of public transportation, that local government effectively would be given an additional vote, upsetting a carefully constructed balance on the MPO. Another commenter noted that a conflict could result when a public transportation provider other than the

designated recipient¹³ serves as the representative of the providers of public transportation on the MPO board. The FTA and FHWA appreciate that recommending a separate and distinct representative of providers of public transportation could introduce a conflict or upset a carefully constructed balance on the MPO. However, 23 U.S.C. 134(a)(2) and 49 U.S.C. 5303(a)(2) state that “it is in the national interest . . . to encourage the continued improvement and evolution of the metropolitan and statewide planning processes by metropolitan planning organizations, State departments of transportation, and public transit operators.” The MAP-21’s establishment of a performance-based approach to transportation decisionmaking evolves and improves the metropolitan and statewide planning processes, increasing the accountability and transparency of the Federal surface transportation program and improving project decisionmaking. The inclusion of a representative of providers of public transportation in each MPO that serves a TMA is a critical element of MAP-21’s performance management framework as it will enable the MPO to establish balanced performance targets and improve its ability to develop plans and programs that support an intermodal transportation system for the metropolitan area. As such, it contributes to the continued improvement and evolution of the cooperative and collaborative metropolitan planning process.

Three commenters suggested that the term FTA and FHWA used to refer to a public transportation representative on an MPO board, “specifically designated representative,” implied a role and responsibilities that differed from other members of the MPO board or “create[d] a subclass of board member.” This was not the intention of the proposed guidance. The guidance affirms that a representative of providers of public transportation on an MPO that serves a TMA, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. The FTA and FHWA

¹³ The term “designated recipient” means “(A) an entity designated, in accordance with the planning process under sections 5303 and 5304, by the Governor of a State, responsible local officials, and publicly owned operators of public transportation, to receive and apportion amounts under section 5336 to urbanized areas of 200,000 or more in population; or (B) a State or regional authority, if the authority is responsible under the laws of a State for a capital project and for financing and directly providing public transportation.” 49 U.S.C. 5302(4).

¹¹ H.R. Conf. Rep. 112–557 (2012).

¹² 23 U.S.C. 134(b)(2); 49 U.S.C. 5303(b)(2).

recognize that the term “specifically designated representative” generated considerable confusion. Consequently, the terms “representative of providers of public transportation” and “public transportation representative” replace it in the guidance.

Providers of Public Transportation

Eight commenters stated that to require the representative of providers of public transportation to be a direct recipient of the Urbanized Area Formula funding program is too restrictive, arguing that many large urbanized areas allocate transit funding through sub-recipients that would be precluded from participating in the MPO process. Four additional commenters interpreted this language to mean that a city or county that is not a direct recipient would be precluded from being able to represent transit interests on the MPO board. One commenter asserted that “all public transportation agencies within the MPO should be eligible to serve in this important role.”

The FTA and FHWA agree that the use of the term “direct recipient” was overly restrictive. The policy guidance clarifies that the representative of providers of public transportation on an MPO that serves an area designated as a TMA should be a provider of public transportation in the metropolitan planning area and a designated recipient, a direct recipient, or a sub-recipient of Urbanized Area Formula funding, or another public transportation entity that is eligible to receive Urbanized Area Formula funding. The FTA and FHWA recommend selecting a representative from among those public transportation providers that are eligible to receive Urbanized Area Formula funding because most Federal transit funding planned by MPOs serving TMAs is awarded under this program, and an eligible recipient of Urbanized Area Formula funding will be in the best position to represent transit interests on the MPO.

Process for the Selection of Public Transportation Representatives

Three providers of public transportation expressed support for the proposed policy that MPOs that serve an area designated as a TMA should cooperate with providers of public transportation and the State to amend their metropolitan planning agreements to include the cooperative process for selecting representatives of providers of public transportation on the MPO board. Conversely, while agreeing that MPOs should use a cooperative process to select representatives of providers of

public transportation, eight MPOs encouraged either the elimination or the softening of this policy recommendation, which would be “an unnecessary burden” that is not needed to meet the goals of MAP-21.

The metropolitan planning agreement is a productive mechanism that facilitates the working relationships among MPOs, States, and providers of public transportation as they fulfill their metropolitan transportation planning requirements. Regulations require that MPOs, States, and public transportation operators cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process and that these responsibilities be clearly identified in written agreements among the MPO, the State, and the public transportation operators serving the metropolitan planning area.¹⁴ The process to select representatives of the providers of public transportation for the MPO board is one of the mutual responsibilities of the MPO, the State, and the providers of public transportation. Thus, FTA and FHWA encourage, but do not require, MPOs, States, and providers of public transportation to amend their metropolitan planning agreements to document the process for selecting representatives of providers of public transportation. However, given the statutory deadline of October 1, 2014, and the expectation that MPOs, States, and providers of public transportation may need to update their agreements to address the MAP-21 performance management requirements once finalized through rulemaking, the policy guidance clarifies that an MPO board resolution, or other documentation, adopting the process to select representatives of providers of public transportation should be sufficient.

While the guidance recommends that MPOs formally adopt some kind of process for the selection of public transportation representatives, the guidance does not prescribe a specific selection process. This guidance affords the flexibility for providers of public transportation, States, and MPOs to determine the process to select representatives of providers of public transportation for the MPO policy board. This could include the selection of representatives by the providers of transit services themselves, as suggested by one commenter who said that “it should be up to the transit agencies to select whom they want to represent their interests [and] the vote for this representative should occur solely between the transit operators, and

should be completely independent of the MPO board and staff’s decision making.” By analogy, in many urbanized areas, providers of public transportation engage with each other to select a designated recipient or to allocate Urbanized Area Formula funds that have been apportioned to the urbanized area. The guidance clarifies that MPOs, States, and providers of public transportation have the flexibility to determine the most effective process that best serves the interests of the metropolitan planning area.

Role of the Public Transportation Representative

Four commenters expressed concern that the requirement to specify the role and responsibilities of the representative of providers of public transportation would place restrictions on the role of the transit representative. This is not the intent. In the guidance, FTA and FHWA recommend that MPOs establish, at a minimum, that a representative must consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area and, in exercising this responsibility, the representative should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. This guidance is intended to recommend a base level for effective representation and is not intended to restrict the role of a transit representative on an MPO.

While one commenter expressed support for the proposal that MPOs serving TMAs should amend their bylaws to describe the collaborative process of selecting representatives of providers of public transportation and the role the selected representative should play “because it would help ensure that transit-related issues and interests are appropriately and meaningfully represented in MPO decision-making,” 10 commenters expressed strong concern, claiming that the proposal was unnecessary, onerous, and that it had no basis in law. The proposed policy guidance did not propose to require MPOs to establish or amend bylaws, but only recommended such action. The FTA and FHWA have retained in the policy guidance that MPOs should amend their bylaws, if the MPO has them, to provide that a public transportation representative should consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area and that, in exercising this responsibility, the representative should have equal decisionmaking rights and

¹⁴ 23 CFR 450.314.

authorities as the other members that are on the policy board of an MPO that serves a TMA. The guidance also recommends that an MPO could affirm these two policies in a board resolution or other documentation.

Restructuring MPOs To Include Representation by Providers of Public Transportation

Eighteen commenters expressed support for the proposal that an MPO that serves a TMA that has multiple providers of public transportation should cooperate¹⁵ with the eligible providers to determine how the MPO will include representation by providers of public transportation on its policy board. The example methods that FTA and FHWA described in the proposed guidance included having all providers represented by a single board position, rotating the board position among several providers, or proportional representation of all eligible providers on the board. Many commenters proposed that representation should not be limited to a single transit representative. Thirteen commenters proposed that all providers of public transportation that operate in a TMA should be given representation on the MPO board. One commenter opined that “each transit agency/provider should have a vote in matters before the MPO rather than having several transit providers share a single vote.” Another commenter suggested that “the best approach is one that rotates the board position among all eligible providers.” Still another commenter proposed that “all efforts be made to include the largest providers of public transportation in a region” as this policy would “ensure that the majority of public transportation users were represented in [the] MPO decision making process.”

The FTA and FHWA acknowledge that there are multiple ways to include representation of providers of public transportation on MPO boards and note that many MPOs currently do so. For example, the Regional Transportation Council of the North Central Texas Council of Governments (NCTCOG); the Portland, Oregon, MPO (JPACT); the Miami Valley Regional Planning Commission; the National Capital Region Transportation Planning Board that serves the Washington, DC, metropolitan area; and the Ozarks Transportation Organization in Springfield, Missouri, all cited their

inclusion of transit representatives as voting members on their MPO boards.

An MPO serving one of the Nation’s newest TMAs, the Portland Area Comprehensive Transportation System (PACTS) MPO in Portland, Maine, accommodates representation by providers of public transportation on the MPO policy board through a cooperative process. As documented in the PACTS bylaws, seven providers of public transportation serve on the Transit Committee of PACTS. The PACTS Transit Committee identifies a representative from the seven providers to serve on the Policy Committee, the Technical Committee, the Planning Committee, and the Executive Committee, and to represent transit for the entire metropolitan planning area. The representatives serve for 2 years and may serve successive terms.

The policy guidance provides MPOs, States, and providers of public transportation with the flexibility to determine the most effective arrangement to best serve the interests of the metropolitan planning area.

Policy Guidance

Representatives of Providers of Public Transportation

By October 1, 2014, MPOs that serve an area designated as a TMA must include “(A) local elected officials; (B) officials of public agencies that administer or operate major modes of transportation in the metropolitan area, including representation by providers of public transportation; and (C) appropriate State officials.”¹⁶ The requirement to include “representation by providers of public transportation” is a new requirement under MAP-21. The intent of this provision is that representatives of providers of public transportation, once designated, should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. This expectation reflects the long-standing position of FHWA and FTA with respect to statutorily required MPO board members.

A representative of providers of public transportation should be an elected or appointed member of the provider’s board of directors or a senior officer of the provider, such as a chief executive officer or a general manager.

A representative of providers of public transportation should not also attempt to represent other entities on the MPO. For example, if a local elected official is also a member of the board of directors of a provider of public

transportation and the elected official represents his or her local jurisdiction’s interests on the MPO, the local official should not also serve as a representative of public transportation providers generally.

An MPO is exempt from the structure requirements of 23 U.S.C. 134(d)(2) and 49 U.S.C. 5303(d)(2) if (1) the MPO operates pursuant to a State law that was in effect on or before December 18, 1991; (2) such State law has not been amended after December 18, 1991, as regards the structure or organization of the MPO; and (3) the MPO has not been designated or re-designated after December 18, 1991. An MPO that claims an exemption should self-certify its exempt status with FTA and FHWA as part of the MPO self-certification process described at 23 CFR 450.334 or through some other documentation.

Eligible Providers of Public Transportation

To satisfy 23 U.S.C. 134(d)(2)(B) and 49 U.S.C. 5303(d)(2)(B), a representative of a provider of public transportation that operates in a TMA should be eligible to be a designated recipient, a direct recipient, or a sub-recipient of the Urbanized Area Formula funding program.

Process for the Selection of Representatives of Providers of Public Transportation

To select representatives of providers of public transportation, MPOs, States, and providers of public transportation have the flexibility to determine the most effective process that best serves the interests of the metropolitan planning area. The FTA and FHWA encourage MPOs that serve an area designated as a TMA to amend their metropolitan planning agreements in cooperation with providers of public transportation and the State to include the cooperative process they have developed to select representatives of providers of public transportation for inclusion on the MPO board. The Metropolitan Transportation Planning rule at 23 CFR 450.314 provides for metropolitan planning agreements in which MPOs, States, and providers of public transportation cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. Alternatively, an MPO should formally adopt the cooperative selection process through a board resolution or other documentation.

¹⁵ Cooperation means that “the parties involved in carrying out the transportation planning and programming processes work together to achieve a common goal or objective.” 23 CFR 450.104.

¹⁶ 23 U.S.C. 134(d)(2); 49 U.S.C. 5303(d)(2).

Role of a Representative of Providers of Public Transportation

A representative of providers of public transportation should consider the needs of all eligible public transportation providers that provide service in the metropolitan planning area. In exercising this responsibility, the representative should have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA. An MPO serving a TMA should formally establish through a board resolution the role and responsibilities of a representative of providers of public transportation, including, at a minimum, that the transit representative should (1) consider the needs of all eligible providers of public transportation in the metropolitan planning area and to address those issues that are relevant to the responsibilities of the MPO, and (2) have equal decisionmaking rights and authorities as the other members that are on the policy board of an MPO that serves a TMA.

To the extent that an MPO has bylaws, the MPO should, in consultation with transit providers in the TMA, develop bylaws that describe the establishment, roles, and responsibilities of transit representatives. These bylaws should explain the process by which the public transportation representative will identify transit-related issues for consideration by the MPO policy board and verify that transit priorities are considered in planning products to be adopted by the MPO. In TMAs with multiple providers of public transportation, the bylaws also should outline how representatives will consider the needs of all eligible providers of public transportation and address issues that are relevant to the responsibilities of the MPO.

Restructuring MPOs To Include Representation by Providers of Public Transportation

Title 23 U.S.C. 134(d)(5)(B) and 49 U.S.C. 5303(d)(5)(B) provide that an MPO may be restructured to meet the law's representation requirements without having to secure the agreement of the Governor and units of general purpose government as part of a redesignation.

There are multiple providers of public transportation within most TMAs. An MPO that serves an area designated as a TMA that has multiple providers of public transportation may need to cooperate with the eligible providers to determine how the MPO will meet the

requirement to include representation by providers of public transportation. There are various approaches to meeting this requirement. For example, an MPO may allocate a single board position to eligible providers of public transportation collectively, providing that one representative of providers of public transportation must be agreed upon through a cooperative process. The requirement for representation might also be met by rotating the board position among all eligible providers or by providing all eligible providers with proportional representation. However the representation is ultimately designated, the MPO should formally adopt the revised structure through a board resolution, bylaws, a metropolitan planning agreement, or other documentation, as appropriate.

Apart from the requirement for representation on the MPO's policy board, an MPO also may allow for transit representation on policy or technical committees. Eligible providers of public transportation that do not participate on the MPO's policy board may hold positions on advisory or technical committees.

The FHWA and FTA encourage MPOs, States, local stakeholders, and providers of public transportation to take this opportunity to determine the most effective governance and institutional arrangements to best serve the interests of the metropolitan planning area.

Issued on: May 21, 2014.

Therese McMillan,

Deputy Administrator, Federal Transit Administration.

Gregory G. Nadeau,

Deputy Administrator, Federal Highway Administration.

[FR Doc. 2014-12163 Filed 5-30-14; 8:45 am]

BILLING CODE 4910-22-P

DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 31

[TD 9662]

RIN 1545-BJ31

Designation of Payor To Perform Acts Required of an Employer; Correction

AGENCY: Internal Revenue Service (IRS), Treasury.

ACTION: Correcting amendment.

SUMMARY: This document contains corrections to final regulations (TD 9662) that were published in the

Federal Register on Monday, March 31, 2014 (79 FR 17860) relating to section 3504 of the Internal Revenue Code (Code) providing circumstances under which a person (payor) is designated to perform the acts required of an employer and is liable for employment taxes with respect to wages or compensation paid by the payor to individuals performing services for the payor's client pursuant to a service agreement between the payor and the client.

DATES: This correction is effective on June 2, 2014, and is applicable March 31, 2014.

FOR FURTHER INFORMATION CONTACT: Jeanne Royal Singley at (202) 317-6798 (not a toll-free number).

SUPPLEMENTARY INFORMATION:

Background

The final regulations that are subject of this document are under section 3504 of the Internal Revenue Code.

Need for Correction

As published, final regulations (TD 9662) contain errors that may prove to be misleading and are in need of clarification.

Correction of Publication

Accordingly, 26 CFR part 31 is corrected by making the following correcting amendments:

PART 31—EMPLOYMENT TAXES AND COLLECTION OF INCOME TAX AT THE SOURCE

■ **Paragraph 1.** The authority citation for part 31 continues to read in part as follows:

Authority: 26 U.S.C. 7805 * * *

§ 31.3504-2 [Corrected]

■ **Par. 2.** In § 31.3504-2, paragraph (e)(9) *Example 9*, the language “Corporation U” is removed and the language “Corporation V” is added in its place.

Martin V. Franks,

Chief, Publications and Regulations Branch, Legal Processing Division, Associate Chief Counsel (Procedure and Administration).

[FR Doc. 2014-12614 Filed 5-30-14; 8:45 am]

BILLING CODE 4830-01-P

DATE: August 7, 2014

TO: Executive/Administration Committee (EAC)
Regional Council (RC)
Transportation Committee (TC)
Community, Economic and Human Development (CEHD)
Energy and Environment (EEC)

FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov, 213-236-1944

SUBJECT: SCAG Sustainability Planning Grants Program – New Member Project Applications

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR EAC AND RC:

Approve staff recommendation.

RECOMMENDED ACTION FOR ECC, CEHD AND TC:

Receive and File.

EXECUTIVE SUMMARY:

Consistent with previous staff reports to the Regional Council regarding the City of Bell's Sustainability Planning Grant applications, and encouraging jurisdictions to become SCAG members, staff will seek approval from EAC/Regional Council in August to add project applications from two new member cities, the City of Bell, and the City of Fountain Valley to the approved list of Sustainability Planning Grant projects.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects will be part of Phase III and will proceed as additional funds become available in FY 2014-2015.

The City of Bell submitted two project applications that were included in the list approved by the Regional Council pending SCAG membership. The City of Bell became a member of SCAG in November, 2013.

The City of Fountain Valley did not submit a project application because of its non-member status. The City of Fountain Valley joined as a member of SCAG in December 2013 and submitted a Sustainability Planning Grant application in June 2014. SCAG staff has reviewed the application and confirmed that it meets other Sustainability Planning Grants program project selection criteria and is eligible for funding.

SCAG staff recommends including two new projects, one each from Bell and Fountain Valley, with a maximum project value of \$200,000, in Phase III of the Sustainability Planning Grant projects.

REPORT

FISCAL IMPACT:

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

ATTACHMENT:

None

DATE: August 7, 2014

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Hasan Ikhata, Executive Director, ikhata@scag.ca.gov, 213-236-1944

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing a monthly update (attached) regarding successful implementation of the 73 Sustainability Grants to member agencies. Forty-four (44) of the seventy-three (73) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six of these projects will be funded by an award to SCAG from the California Strategic Growth Council. At the time this report was distributed, forty-five (45) grant projects have had Scopes of Work developed and finalized, forty-three (43) grant projects have had Request for Proposals (RFPs) released, forty-two (42) grant projects have selected consultants, and thirty-three (33) grant projects have had contracts executed.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects will be part of Phase III and will proceed as additional funds become available in FY 2014/2015.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-three (73) grants. At the time this report was distributed, *forty-five (45)* grant projects have had scopes of work developed in partnership with the cities, *forty-three (43)* grant projects have had RFPs released, *forty-two (42)* grant projects have consultants selected and *thirty-three (33)* grant projects have completed negotiations and have contracts executed.

REPORT

FISCAL IMPACT:

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

SCAG Sustainability Planning Grants

July 29, 2014

Regional Council Progress Update

Working / Last							
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x			

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x	x	
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x	
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x	
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x			
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x	
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x	
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x	
Phase 2 (Available funds)								
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x	
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x	
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x					
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x	
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x	
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x	

Working / Last							
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	x				
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x	x	x
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x	
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x	
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x	x	x	x	
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x	x	x	x		
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x	x	x		
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x	x	x	x		
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x	x	x	
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x	x	x	
Phase 3 (Pending additional funds)								
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	x					
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x					
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x					
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	Oct-13					
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x					

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x					
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	x					
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x					
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	x					
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	Oct-13					
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	Oct-13					
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x					
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	Oct-13					
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	Oct-13					
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	Oct-13					
60	Seal Beach	Climate Action Plan - Climate Action Plan	Oct-13					
61	La Mirada	Industrial Area Specific Plan - Land Use Design	Oct-13					
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	Oct-13					
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x					
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	Oct-13					

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	Oct-13					
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x					
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	Oct-13					
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	Oct-13					
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	Oct-13					
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation	Oct-13					
71	Dana Point	General Plan Update - General Plan Update	Oct-13					
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	Oct-13					
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	Oct-13					

DATE: August 7, 2014

TO: Transportation Committee (TC)
Executive Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, 213-236-1817, panas@scag.ca.gov

SUBJECT: Resolution No. 14-561-2 Regarding Acceptance of Southern California Active Transportation Safety and Encouragement Campaign Funds

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR TC:

Receive and File

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council approve Resolution No. 14-561-2 authorizing SCAG to accept, if awarded, the Department of California Transportation's (Caltrans) Active Transportation Program funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 14-561-2 authorizing SCAG to accept, if awarded, Caltrans' Active Transportation Program funds to support the Southern California Active Transportation Safety and Encouragement Campaign.

EXECUTIVE SUMMARY:

On May 1, 2014, the General Assembly adopted a resolution in support of endorsing a regional effort to promote a pedestrian and bicycle safety initiative. To pursue this effort, SCAG has applied for a grant from Caltrans through the statewide 2014 Active Transportation Program (ATP) to initiate a Regional Active Transportation Safety and Encouragement Campaign. Funding awards will be approved by the California Transportation Commission (CTC) on August 20, 2014.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1 (Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies), Objective c (Provide practical solutions for moving new ideas forward).

BACKGROUND:

Data indicates that 36 pedestrians and bicyclists are killed or injured daily in the SCAG region. On May 1, 2014, the SCAG 2016 General Assembly passed a resolution, advanced by Hon. Michele Martinez representing the City of Santa Ana and Hon. Leslie Daigle representing the City of Newport Beach, to support a regional safety initiative aimed at improving roadway safety for bicyclists and pedestrians. This regional safety initiative would reduce the number of injuries and fatalities for people traveling by non-motorized means. As part of implementing the resolution, SCAG will support various partnership efforts, including an annual public education, awareness and behavior campaign.

REPORT

Upon adoption of the resolution, it was noted that funding for the proposed initiative was not budgeted and that SCAG would need to pursue additional revenues to support the proposed programs. In coordination with the six (6) county health departments, SCAG applied to the statewide 2014 ATP call for projects for \$2,333,700 in Caltrans grant funding to coordinate a Southern California Active Transportation Safety and Encouragement Campaign. A funding match was not provided or required. The project will implement a regional advertising campaign, community outreach/tactical urbanism events, and the development of active transportation trainings and toolkits designed for target audiences.

In order to receive the funds, the Caltrans Division of Local Assistance requires SCAG to submit a governing board resolution that clearly identifies the project and the official authorized to execute the agreement. The CTC will adopt funding awards for the statewide ATP on August 20, 2014. Approving the resolution in advance of the funding award will allow staff to proceed immediately with project implementation, should the SCAG proposal be funded. Upon receipt of the funds, staff will coordinate implementation of the program with the six county public health departments, the county transportation commissions, local agencies, and stakeholders.

FISCAL IMPACT:

The combined grant program will authorize SCAG to receive \$2,333,700 in Caltrans funds that will be utilized for the Southern California Active Transportation Safety and Encouragement Campaign.

ATTACHMENT:

Resolution No. 14-561-2



**ASSOCIATION of
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Associated Governments

RESOLUTION NO. 14-561-2

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE ACCEPTANCE
OF ACTIVE TRANSPORTATION PROGRAM FUNDS TO SUPPORT
THE SOUTHERN CALIFORNIA ACTIVE TRANSPORTATION SAFETY
& ENCOURAGEMENT CAMPAIGN**

WHEREAS, the Southern California Association of Governments (“SCAG”) is the designated Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. Section 134 et seq. and 49 U.S.C. Section 5303 et seq., serving the nation’s largest metropolitan planning area comprised of Los Angeles, Orange, San Bernardino, Riverside, Ventura and Imperial Counties;

WHEREAS, SCAG has applied for an award of \$2,333,700 in California Department of Transportation’s (Caltrans) Active Transportation Program Funds (“Grant Funds”), to support the Southern California Active Transportation & Safety Encourage Campaign;

WHEREAS, the primary goal of the Active Transportation Program is to increase the proportion of trips accomplished by biking and walking, increase the safety and mobility of non-motorized users, advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009), enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding, ensure that disadvantaged communities fully share in the benefits of the program, and provide a broad spectrum of projects to benefit many types of active transportation users; and

WHEREAS, the Grant Funds will be used for the Southern California Active Transportation & Safety Encourage Campaign, which will involve consulting services to develop: an Advertising Campaign with memorable encouragement and safety messages, a Community Outreach/Tactical Urbanism Campaign attracting people to open street events and other temporary urban interventions, and the development of Active Transportation Trainings and Training Toolkits for target audiences.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of the Southern California Association of Governments to authorize SCAG to accept and administer the Grant Funds to support the Southern California Active Transportation & Safety Encourage Campaign.

BE IT FURTHER RESOLVED by the SCAG Regional Council as follows:

1. That the Regional Council hereby authorizes SCAG to accept the Grant Funds in the amount of \$2,333,700 from Caltrans to support the Southern California Active Transportation & Safety Encourage Campaign.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of the Regional Council as they relate to the Grant Funds.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 7th day of August, 2014.

Carl Morehouse
President, SCAG
Councilmember, San Buenaventura

Attested by:

Hasan Ikhata
Executive Director

Approved as to Form:

Joann Africa
Chief Counsel

DATE: August 7, 2014

TO: Transportation Committee (TC)
Executive/Administration Committee (EAC)
Regional Council (RC)

FROM: Basil Panas, Chief Financial Officer, (213) 236-1817, panas@scag.ca.gov

SUBJECT: Resolution No. 14-561-3 for Federal Highway Administration (FHWA) Funds for the Use of the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to Assist in the Development of the 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION FOR TC:

Receive and File.

RECOMMENDED ACTION FOR EAC:

Recommend that the Regional Council approve Resolution No. 14-561-3, authorizing SCAG to accept FHWA funds to support use of the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to assist in the development of the 2016 RTP/SCS.

RECOMMENDED ACTION FOR RC:

Approve Resolution No. 14-561-3, authorizing SCAG to accept FHWA funds to support use of the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to assist in the development of the 2016 RTP/SCS.

EXECUTIVE SUMMARY:

On April 4, 2012, SCAG's Regional Council unanimously adopted the 2012–2035 RTP/SCS, the most sustainable long-range transportation plan ever developed in the region. In March 2014, SCAG applied for and was awarded a \$40,000 grant, which requires \$40,000 local match, to deploy INVEST, a new tool developed by the FHWA, to assist in the development of a 2016 RTP/SCS with the goal of being even more sustainable than the last. If accepted, these FHWA funds would be utilized to deploy INVEST in order to establish a baseline of where the SCAG region currently stands in the implementation of sustainability in the regional system planning process and identify possible areas of improvement for the 2016 RTP/SCS from a sustainability perspective. Through this partnership with FHWA, SCAG will improve its RTP/SCS over the previous cycle while simultaneously allowing FHWA to gauge the effectiveness of INVEST in improving the implementation of sustainability in the regional system planning process throughout the nation.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal #1: Improve Regional Decision making by Providing Leadership and consensus Building on Key Plans and Policies. Objective A: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

On April 4, 2012, SCAG's Regional Council unanimously adopted the 2012–2035 RTP/SCS, the region's first long-range transportation plan developed under California Senate Bill (SB) 375. The development of SCAG's 2012–2035 RTP/SCS saw an unprecedented outreach effort both in the quantity of workshops and meetings held and in the breadth of stakeholders with which SCAG consulted. Advocates from a broad spectrum of industries and interest areas actively participated in developing the 2012–2035 RTP/SCS as the most sustainable long-range transportation plan ever developed in the region. As SCAG looks ahead to the development of the 2016 RTP/SCS, it will be critical for SCAG's major policy decisions to be backed by solid technical analysis that continues to focus on sustainability and allows SCAG to find ways to improve the RTP/SCS in the face of dwindling resources.

To this end, FHWA has developed INVEST, a sustainability self-assessment tool designed to assist transportation agencies in improving investment decisions while considering limited resources by addressing the sustainability triple bottom line—enhancing economic, social, and environmental outcomes. In March 2014, SCAG applied for and was awarded a \$40,000 grant which requires \$40,000 local match to deploy INVEST to assist in the development of a 2016 RTP/SCS intended to be even more sustainable than the last.

If accepted, the FHWA and local match funds would be utilized to deploy INVEST in order to establish a baseline of where the SCAG region currently stands in the implementation of sustainability in the regional system planning process, assess the results of the baseline and identify possible areas of improvement for the 2016 RTP/SCS, and utilize this analysis to develop recommendations to be considered in the development of the 2016 RTP/SCS. Through this partnership with FHWA, SCAG intends to improve its RTP/SCS over the previous cycle while simultaneously allowing FHWA to gauge the effectiveness of INVEST in improving the implementation of sustainability in the regional system planning process throughout the nation.

FISCAL IMPACT:

The combined grant program will authorize SCAG to receive \$40,000 in FHWA Funds to support the use of INVEST to inform the 2016 Regional RTP/SCS. Furthermore, a required local match of \$40,000 would be provided in Transportation Development Act funds for the project.

ATTACHMENT:

Resolution No. 14-561-3



**ASSOCIATION of
GOVERNMENTS**

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Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

RESOLUTION NO. 14-561-3

**A RESOLUTION OF THE SOUTHERN CALIFORNIA
ASSOCIATION OF GOVERNMENTS APPROVING THE ACCEPTANCE
OF FEDERAL HIGHWAY ADMINISTRATION FUNDS
TO SUPPORT THE USE OF THE INFRASTRUCTURE VOLUNTARY
EVALUATION SUSTAINABILITY TOOL TO INFORM
THE 2016 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE
COMMUNITIES STRATEGY**

WHEREAS, the Southern California Association of Governments (“SCAG”) is the designated Metropolitan Planning Organization (MPO), pursuant to 23 U.S.C. Section 134 et seq. and 49 U.S.C. Section 5303 et seq., serving the nation’s largest metropolitan planning area comprised of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties;

WHEREAS, SCAG has received an award of \$40,000 in Federal Highway Administration (FHWA) funds (“FHWA Funds”), which requires \$40,000 local match, to use the Infrastructure Voluntary Evaluation Sustainability Tool (INVEST) to inform the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS);

WHEREAS, on April 4, 2012, SCAG’s Regional Council unanimously adopted the 2012–2035 RTP/SCS, the region’s first long-range transportation plan developed under California Senate Bill (SB) 375, with a greater emphasis on sustainability than any past RTP;

WHEREAS, as SCAG begins to develop the 2016 RTP/SCS, major policy decisions will need to be backed by solid technical analysis that focuses on sustainability and allows SCAG to find ways to improve its RTP/SCS in the face of dwindling resources;

WHEREAS, FHWA has developed INVEST, a sustainability self-assessment tool designed to assist transportation agencies in improving investment decisions while considering limited resources by addressing the sustainability triple bottom line—enhancing economic, social, and environmental outcomes;

WHEREAS, the FHWA and local match funds will be used to allow SCAG to utilize INVEST to 1) assess the extent to which SCAG currently implements sustainability in the regional system planning process, 2) identify possible areas of improvement for the 2016 RTP/SCS, and 3) develop recommendations to be considered in the development of the 2016 RTP/SCS; and

WHEREAS, in order to receive the FHWA Funds, the State of California Department of Transportation (Caltrans) must be the direct recipient of the funds and SCAG will be reimbursed as the sub-recipient.

NOW, THEREFORE, BE IT RESOLVED by the Regional Council of Southern California Association of Governments to authorize SCAG to accept and administer the FHWA Funds to support the use of INVEST to inform the 2016 RTP/SCS.

BE IT FURTHER RESOLVED by the SCAG Regional Council as follows:

1. That the Regional Council hereby authorizes SCAG to accept the FHWA Funds in the amount of \$40,000 from Caltrans and to provide \$40,000 in required local match to support the use of INVEST to inform the 2016 RTP/SCS.
2. That SCAG's Executive Director or his designee is hereby designated and authorized by the Regional Council to execute all necessary agreements and other documents on behalf of SCAG as they relate to supporting the use of INVEST to inform the 2016 RTP/SCS.

PASSED, APPROVED AND ADOPTED by the Regional Council of the Southern California Association of Governments at a regular meeting this 7th day of August, 2014.

Hon. Carl Morehouse
President, SCAG
Councilmember, San Buenaventura

Attested By:

Hasan Ikhrata
Executive Director

Approved as to Form:

Joann Africa

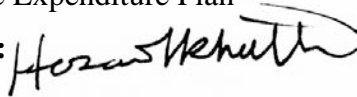
DATE: August 7, 2014

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic and Human Development Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Darin Chidsey; Director, Strategy, Policy & Public Affairs; (213) 236-1836; chidsey@scag.ca.gov

SUBJECT: State Approved Cap-and-Trade Expenditure Plan

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDATION:

For Information Only – No Action Required

EXECUTIVE SUMMARY:

On June 20, 2014, Governor Brown signed the Fiscal Year (FY) 2014-15 California state budget (effective July 1, 2014) which, in addition to providing \$108 billion to pay down debt, build the state's rainy day fund, and provide additional money for schools and health care, also establishes an expenditure plan for Cap-and-Trade revenues. The approved expenditure plan is the culmination of a process of development of the plan to allocate Cap-and-Trade revenues begun by the state in 2012. SCAG, as part of its board adopted 2013 and 2014 legislative priorities, has partnered with transportation, local government, business and environmental stakeholders from around the state to work closely with the legislature to ensure that equitable allocations of Cap-and-Trade revenues flow to transportation programs and policies reducing Greenhouse Gas Emissions (GHGs), in recognition of the fact that transportation is the largest single sector emitter responsible for approximately 40% of all carbon emissions statewide. This report summarizes major provisions of the Cap-and-Trade Expenditure Plan passed by the Legislature and signed by the Governor.

BACKGROUND:

AB 32, the nation's first comprehensive climate state law passing in 2006, requires California to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020 - a reduction of approximately 15 percent below emissions expected under a "business as usual" scenario. AB 32 also requires the California Air Resources Board (ARB) to develop a Scoping Plan, to be updated every five (5) years, that lays out California's strategy for meeting the goals. The Scoping Plan identifies a market-based Cap-and-Trade program as one of the strategies utilized by California to reduce GHG emissions. Under Cap-and-Trade, companies must hold enough emission allowances to cover their emissions, and are free to buy and sell allowances on the open market. The intended effect is for market forces to spur technological innovation and investment to encourage polluting industries to operate more cleanly to ensure compliance with AB 32 goals as quickly and efficiently as possible.

The Cap-and-Trade rules came into effect on January 1, 2013 and apply to large electric power plants and large industrial plants. In 2015, they will extend to fuel distributors (including distributors of heating and transportation fuels). At that stage, the program will encompass approximately 360 businesses

throughout California and nearly 85 percent of the state's total GHG emissions. California held its first auction of GHG allowances on November 14, 2012.

Also in 2012, the legislature passed and the Governor signed into law the following related bills: AB 1532 (Pérez, Chapter 807); SB 535 (De León, Chapter 830); and SB 1018 (Budget and Fiscal Review Committee, Chapter 39) – that establish the Greenhouse Gas Reduction Fund to receive Cap-and-Trade auction proceeds and to provide the framework for how the auction proceeds will be administered. Among the requirements of these enacted laws are that the Department of Finance (DOF), in consultation with ARB, develop and submit a three-year investment plan to the legislature outlining allocation of the Cap-and-Trade revenues, and that required minimum allocations be directed for benefit of disadvantaged communities. This plan, originally to be enacted in 2013 was delayed until 2014 because the Scoping Plan had not been fully completed when the FY 2013-14 state budget was enacted and, thus, allocation decisions were deemed by the Legislature and the Governor to be better made after the Scoping Plan was completed in 2013. The requirements of these laws and the Scoping Plan have largely directed development of the Cap-and-Trade expenditure plan passed as part of the FY 2014-15 state budget.

In October 2012, the Regional Council adopted support of Cap-and-Trade principles developed by statewide transportation, business, environment, and local government organizations forming the Statewide Coalition of Liveable Communities', outlining how and for what purposes Cap-and-Trade revenues should be allocated for transportation related programs and policies to reduce GHG emissions, with the overarching goal of ensuring that allocations to the sector mirror its overall responsibility for creating harmful carbon emissions, estimated at approximately 40%. The Regional Council followed this by adopting as part of the 2013 and 2014 SCAG state legislative priorities support of legislation ensuring that an equitable portion of revenues generated from the implementation of the Cap-and-Trade program are allocated to transportation improvements that result in the reduction of pollution and GHG emissions commensurate with the transportation sector's impact in causing these emissions. SCAG fully participated with Coalition efforts, meeting with legislative and Administration staff and appearing at state legislative budget committee hearings in 2013 and 2014 to secure funding consistent with the adopted principles. Additionally, SCAG advocated for regional allocation of Cap-and-Trade funding, which was not passed as part of the final expenditure plan as addressed herein.

Cap-and-Trade Expenditure Plan

The 2014-15 state budget establishes an expenditure plan for Cap-and-Trade auction revenues to meet the goals set for by the California Global Warming Solutions Act of 2006 (AB 32). This law sets a goal of reducing overall state greenhouse gas emissions to 1990 levels by 2020, of which the Cap-and-Trade program will be responsible for achieving approximately 30 percent of these reductions.

On June 20, 2014, the Governor signed the FY 2014-15 state budget that includes the first investment plan for Cap-and-Trade auction revenues. This brief outlines the main points of interest for regional transportation planning agencies, summarizes the scope of key programs. The adopted budget bill and a series of "trailer bills" implement two aspects of the Cap-and-Trade expenditure plan: a budget year (2014-15) appropriation (SB 852) with fixed dollar amounts going to specified programs, and, in 2015-16 and thereafter, specified programs will receive set percentages of annual Cap-and-Trade proceeds (SB 862: Cap-and-Trade program trailer bill).

In summary, primary provisions of both bills indicating ongoing appropriations under the Cap-and-Trade program as well as the FY 2014-15 are as follows:

- Only two categories under Cap-and-Trade program receive multi-year allocations – which total 60% of future revenues: Transit, Housing, and Sustainable Communities (35%); and High-Speed Rail (25%). The other 40% of Cap-and-Trade funds will be subject to the annual budget process for other program areas;
- Funding for FY 2014-15 varies from this formula because of a one-time \$200 million allocation to clean transportation. FY 2014-15 appropriations are broken down as follows:
 - \$130 million allocated to Affordable Housing and Sustainable Communities (AHSC);
 - \$250 million allocated to High Speed Rail;
 - \$200 million allocated to Clean Vehicle Program;
 - \$50 million allocated to Transit;
 - \$242 million for non-transportation related programs for energy, water, waste diversion and weatherization.
- SB 862 apportions 20 percent of the Greenhouse Gas Reduction Fund proceeds on an annual basis to the AHSC program beginning in FY 2015-16;
- The AHSC Program is intended to further the regulatory purposes of AB 32 and SB 375 by investing in projects that reduce greenhouse gas emissions by creating more compact, infill development patterns, encouraging active transportation and mass transit usage, and protecting agricultural land from sprawl development;
- Funding for the AHSC program is subject to the following requirements:
 - Half (50%) of this money must be used for affordable housing;
 - Other half (50%) for projects typically included in a regional transportation plan, such as but not limited to, transit capital and programs supporting transit ridership; active transportation projects; Transit Oriented Development (TOD) projects; ‘Complete Streets’ projects; planning to support SCS implementation, including local plans; programs must be in a draft or adopted SCS and subject to SCS guidelines.
 - Distribution of funds is not further defined and there is no provision for regional parity.
 - The percentage of funds that must be appropriated for benefit of disadvantaged communities is doubled under the budget proposal from 25% (under SB 525) to 50% of funds;
 - The Strategic Growth Council (SGC) is given authority to develop guidelines for the allocation of Cap-and-Trade funds with consideration of comments from local and regional governments and the public and, after guidelines are developed, is required to coordinate with Metropolitan Planning Organizations and other regional agencies to recommend projects.
 - Anticipated schedule for the AHSC program guidelines and funding solicitation are: draft and final guidelines to SGC in October and December 2014, respectively; funding solicitation January 2015; applications due April 2015; award announced June 2015. *
 - SGC held a public meeting on July 10, 2014, in which they approved a parallel structure for implementation of the program, whereby the California Department of Housing and Community Development (HCD) will be responsible for the technical administration of the housing and sustainable communities component and the Natural Resources Agency will technically administer the agricultural lands component on behalf of SGC. SGC retains final oversight authority for the program.
- * SGC will hold an AHSC Program Guideline Development Workshop (with registration required) on August 15, 2014 at Caltrans District 7 Office in Los Angeles. Workshop

information including registration is available at <http://www.sgc.ca.gov>

- Of the \$50 million allocated to transit, \$25 million is for Transit Operations or Capital (local) – funded by State Transit Assistance formula, subject to ARB guidelines and Caltrans approval; and \$25 million for Transit Capital or Operations (State) - including bus transit, and commuter and intercity and urban light rail – funded on competitive basis at California Transportation Commission, California State Transportation Agency review.

Attachment 1 is a comprehensive policy brief prepared by the California Association of Councils of Governments (CALCOG) that details the overall cap-and-trade program with a detailed summary of 2014-15 budget allocations and references to related sections of existing statute concerning program requirements and other provisions. Attachment 2 is the presentation from the July 10, 2014 SGC meeting including a handout from the Air Resources Board (ARB) which summarizes ARB’s statutory responsibilities and roles related to the Greenhouse Gas Reduction Fund and upcoming milestones. More information on the 2014-15 budget may be obtained at the California Department of Finance website: www.ebudget.ca.gov

SCAG will continue its work with the SGC and the ARB in developing implementation guidelines for the Cap-and-Trade program going forward and will provide regular updates to the Regional Council.

ATTACHMENTS:

1. CALCOG Cap-and-Trade Policy Brief
2. Overview of Affordable Housing and Sustainable Communities Program Concept
3. SGC July 10, 2014 Public Meeting Presentation and ARB Handout



CAP & TRADE POLICY BRIEF

TRANSIT, HOUSING, & SUSTAINABLE COMMUNITIES PROGRAM

California Association of Councils of Governments

June 23, 2014

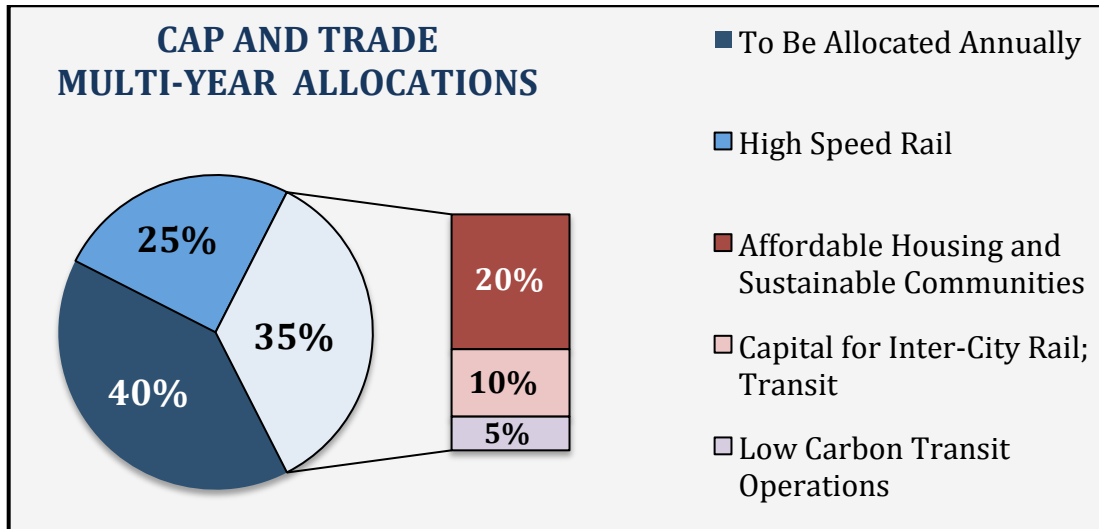
I. INTRODUCTION

Last week, the Legislature adopted—and the Governor signed—a budget for FY 2014-15 that includes the first investment plan for Cap and Trade auction revenues. This brief outlines the main points of interest for regional transportation planning agencies, summarizes the scope of key programs, and provides selected language from SB 852 (allocations) and SB 862 (cap and trade program trailer bill).

II. CAP AND TRADE PROGRAM HIGHLIGHTS

- The Big News: Ongoing Appropriation.*** Only two categories (totaling 60% of future revenues) get multi-year allocations: Transit, Housing, and Sustainable Communities (35%) and High-Speed Rail (25%). Other program areas will be subject to the annual budget process. *See chart, next page.*
- But FY 14-15 is Different.*** Funding is different the first year largely because of a \$200 million allocation to clean transportation. Thus, \$130 million is allocated to affordable housing and sustainable communities; and \$50 million for transit split evenly between the Transit Capital and Transit Operations. An additional \$242 million for non-transportation related programs for energy, water, waste diversion, and weatherization.
- Reporting and Quantification.*** The Air Resource Board will develop guidance on GHG reporting and quantification methods for all state agencies that receive appropriations to ensure that the requirements of AB 32 are met.
- Strategic Growth Council Change.*** The Senate and Assembly each get to appoint a public member to the Strategic Growth Council—making the council 3 public members and seven senior members of the Administration.
- 20% for Affordable Housing & Sustainable Communities.*** This funding is subject to a specific set of rules and guidelines:
 - Half for Housing.*** Half (10%) must be used for affordable housing. SGC will be the lead agency, though SGC likely will “leverage” HCD’s expertise.
 - “Other Half” Eligibility.*** Threshold eligibilities include projects typically included in a regional transportation plan (see table on page 3). But it also includes agriculture mitigation and undefined “other programs.”
 - Distribution Undetermined.*** The distribution method is to be determined; no provision is made for regional parity, though non-MPO areas are included.

FY 14-15 Appropriations	\$ in Millions
High Speed Rail	\$250
Clean Vehicle Program	\$200
Housing/Sustainable Comm.	\$130
Transit	\$50
Other Programs	\$242
TOTAL	\$872



- iv. *50% for Disadvantaged Communities.* The percentage for disadvantaged communities is doubled from the SB 535 standard of 25% to 50%.
 - v. *State Guidelines.* The council is directed to “leverage the programmatic and administrative expertise of relevant state departments” in developing the guidelines. Comments from local and regional governments are to be “considered” in the same manner as other stakeholders in public hearings.
 - vi. *“Coordinated” Project Selection.* After guidelines are developed, the Council is required to “coordinate” with regional agencies to recommend projects.
6. ***Transit and Intercity Rail Capital Program.*** This program is for commuter and inter-regional rail and bus rapid transit projects. The Transportation Agency will develop guidelines, review applications, and make recommendations to the CTC. Funding must comply with the SB 535-standard 25% for disadvantaged communities; and achieve “geographic equity” and SCS consistency.
 - *Special Note:* Clean up language on this element is in the works to explicitly authorize bus transit as an eligible use under the program.
 7. ***Low Carbon Transit.*** Funding goes out under the State Transit Assistance formula for new and expanded service (including equipment); and 50% of the funding must be expended for disadvantaged communities. Caltrans must approve all expenditures to determine they meet the guidelines.
 8. ***High-Speed Rail.*** High speed rail gets \$250 million in the first year; 25% going forward; and gets an additional \$400 million from prior year auction sales.
 9. ***Disadvantaged Communities & CalEnviroscreen.*** The CalEnviroscreen tool (that identifies disadvantaged communities) came under scrutiny throughout the budget process. New language provides that the Air Resources Board, working with CalEPA, shall develop guidelines for the use of the CalEnviroscreen tool, including how “benefits” should be “maximized.”

III. SUSTAINABLE COMMUNITIES SCOPE & ELIGIBILITY

PROGRAM:	AFFORDABLE HOUSING & SUSTAINABLE COMMUNITIES
Administered By:	Strategic Growth Council
Target:	50% must benefit disadvantaged communities; 50% for Affordable Housing
Project Eligibility:	<ul style="list-style-type: none"> • Affordable housing that supports infill and compact development • Transit capital and programs “supporting transit ridership” • Active transportation projects (infrastructure & non-infrastructure) • TOD projects • Capital projects that implement complete streets • Projects that reduce GHG emissions by reducing auto trips and VMT • Acquisition of easements or other approaches to protect agricultural lands under threat of development • Planning to support SCS implementation, including local plans • Must be in draft or adopted SCS • Subject to SGC guidelines
PROGRAM:	TRANSIT & INTER-CITY RAIL (AND BUS) CAPITAL PROGRAM
Administered By:	Transportation Agency develops guidelines, scores applications. and makes recommendations, CTC allocates funds
Target:	25% must benefit disadvantaged communities; achieve geographic equity
Project Eligibility:	<ul style="list-style-type: none"> • Rail capital • Bus rapid transit and other bus investments to increase ridership and reduce GHGs • Service improvements to improve reliability & decrease travel times • Integrated ticketing and scheduling systems, shared-use corridors, related planning efforts and service integration initiatives • Must be consistent with SCS • Subject to SGC guidelines
PROGRAM:	LOW CARBON TRANSIT OPERATIONS PROGRAM
Administered By:	Operator (or RTPA for population-based funds) must submit project to Caltrans for approval and verification that it qualifies as a GHG reducing project. Controller allocates funds
Target:	50% must benefit disadvantaged communities
Project Eligibility:	<ul style="list-style-type: none"> • Transit capital and operating expenses that enhance transit service and reduce GHG emissions • Support new or expanded bus or rail services, or expanded intermodal facilities and equipment, fueling and maintenance for those facilities.

III. FY 14-15 Budget Allocations (SB 852)

FY 14-15 Cap and Trade Allocations Related to Transportation	
with Budget Line Item and SB 852 Page Number	
Affordable Housing and Sustainable Communities	
- For Local Assistance (0650-101-3228, page 34)	129,201,000
- For Support of OPR (0650-001-3228, page 40)	799,000
Subtotal	130,000,000
Transit and Rail Capital and Transit Operations	
- Transit Operations (2640-101-3228, page 116)	25,000,000
- Rail and Transit Capital (2660-101-3228, Page 132)	24,791,000
- Support, Dept. of Transp. (2660-001-3228, page 124)	208,000
- Capital Outlay (2660-301-3228, page 143)	1,000
Subtotal	50,000,000
High Speed Rail	
- Capital Outlay (2665-306-3228, page 164)	191,414,000
- Capital Outlay (2665-301-3228, page 163)	58,586,000
Subtotal	250,000,000
Clean Transportation (3900-101-3228, Page 275)	197,266,000
ARB Support - All Programs (3900-001-3228, page 274)	11,520,000
TOTAL	638,786,000

Notes:

- *AB 852 Language.* Key provision related to these programs are included at the end of this document. A copy of SB 852 is posted on our website.
- *Final Determination and the Last 25%.* The last 25% of any fund cannot be allocated until the Department of Finance makes a final determination based on auction proceeds after the last auction of the year. See Section 15.13 of SB 852 (page 683).
- *Affordable Housing & Sustainable Communities.* These funds “may be available for transfer to the Department of Transportation, the Department of Housing and Community Development, the Department of Conservation, and the Natural Resources Agency for support costs and local assistance. . .”
- *California Transit Association.* A note of appreciation for the California Transit Association for identifying the key line items in SB 852.

V. SEVEN ADMINISTRATIVE PROCESSES

1. Reporting and quantification methods for GHG reductions	
Scope:	Define how projects further regulatory purposes of AB 32 contribute to reducing GHGs, and applicability of other non-greenhouse gas reduction objectives of AB 32
Agency:	Air Resources Board
Process:	Undefined (ARB hearing likely)
Statute:	Government Code § 16428.9(b)
2. Identification of Disadvantaged Communities	
Scope:	<i>(Already in Statute)</i> Geographic, socioeconomic, health, environmental hazard, pollution, and concentration of low income, high unemployment, high rent, or other factors.
Agency:	California Environmental Protection Agency
Process:	At least one public hearing
Statute:	Health and Safety Code § 38711
3. Funding Guidelines Relating to Disadvantaged Communities for Administering Agencies	
Scope:	Agencies shall “maximize benefits for disadvantaged communities.”
Agency:	Air Resources Board, in consultation with CALEPA
Process:	ARB shall provide an “opportunity for public input” prior to final guidelines.
Statute:	Public Resources Code § 39715
4. Coordinate Activities of SGC Member Agencies that related to Program	
Scope:	Coordinate programs SGC members in way that is consistent with requirements for disadvantaged communities, GHG reporting, and transit priority projects.
Agency:	Strategic Growth Council, in consultation with Air Resources Board
Process:	No public process is defined
Statute:	Public Resources Code § 75200.1
5. Affordable Housing & Sustainable Community Guidelines and Selection Criteria	
Scope:	Develop guidelines that are consistent with extensive eligibility and policy objectives included in the statute (See Pub. Resources §§ 75210 to 75214).
Agency:	SGC with member agencies and departments; ARB, other state entities as needed
Process:	At least two workshops (one north, one south); draft guidelines published 30 days in advance; consider comments from local and regional governments, stakeholders; conduct outreach to disadvantaged communities.
Statute:	Public Resources Code § 75215
6. Guidelines for Transit and Inter-City Rail Capital Program	
Scope:	Extensive criteria provided by statute
Agency:	California State Transportation Agency
Process:	At least two public workshops with draft posted at least 30 days prior.
Statute:	Public Resources Code § 75222
7. Guidelines for Low Carbon Transit Operations Program	
Scope:	Develop guidelines that describe methodologies that recipient transit agencies shall use to demonstrate that proposed expenditures will meet the established criteria
Agency:	CalTrans (working with ARB)
Process:	Undefined
Statute:	Public Resources Code Section 75230(f)

VI. ILLUSTRATIVE REVENUE ESTIMATE

The “ballpark” projections below are only “illustrative.” We cannot predict future auction revenues. But planners and economists make such projections all the time—see (for example) any forecast in a regional transportation plan. The table estimates revenues from FY 14-15 through FY 19-20 (but the two auctions in the first half of FY 20-21 are not included). Its based on the following assumptions:

- *Total Allowances.* ARB has published the number of state allowances that will be sold each year through 2020. But this assumption may be “optimistic” if the state elects to give more allowances away in lieu of sale if (for example) there is significant public concern about the economic effects (*e.g.*, price of gas increases).
- *75% Sell Rate for Allowances.* Not all allowances sell at every auction. The table below includes a very “back-of-the-envelope” guess that 75% of the allowances will actually sell. Some would call this assumption “conservative.”
- *Price.* Under current policy, the minimum price for allowances increases by 5% plus an inflation factor each year. This table starts with the minimum price in the first half of FY 14-15 and adds 5% (with no inflation factor) each year. The LAO noted in its *Cap and Trade Report* for the FY 14-15 Budget that “several economists” have estimated that the average price would be between \$15 and \$20 per ton. Thus, this could also be a conservative assumption.

The total revenue under these assumptions (counting the omitted two auctions) is approximately \$8.8 billion, well shy of the \$12 to \$45 billion range cited by the LAO. Accordingly, the table below may be a conservative estimate—which is why they are presented here for illustrative purposes only.

FISCAL YEAR	14/15	15/16	16/17	18/19	17/18	19/20
Allowances Offered (in millions)	125	195	182	128	155	68
75% Sell Rate (in millions)	93.75	146.25	136.5	96	116.25	51
Minimum Price	\$11.34	\$11.91	\$12.50	\$13.78	\$13.13	\$14.47
TOTAL AUCTION REVENUES	\$1,063,125,000	\$1,741,398,750	\$1,706,570,775	\$1,323,248,724	\$1,526,068,097	\$738,124,679
20% - Afford Housing & Sustainable Communities	\$212,625,000	\$348,279,750	\$341,314,155	\$264,649,745	\$305,213,619	\$147,624,936
10% - Transit Capital	\$106,312,500	\$174,139,875	\$170,657,078	\$132,324,872	\$152,606,810	\$73,812,468
5%- Transit Operations	\$53,156,250	\$87,069,938	\$85,328,539	\$66,162,436	\$76,303,405	\$36,906,234
“SUSTAINABLE” TOTAL	\$372,093,750	\$609,489,563	\$597,299,771	\$463,137,053	\$534,123,834	\$258,343,638

VII. SELECTED LANGUAGE from SB 862

SECTION 1. (a) The Legislature **finds and declares** all of the following:

.... (omitted text)

(6) As required by existing law, the use of the moneys appropriated from the GGRF for the Cap-and-Trade Expenditure Plan furthers the regulatory purposes of AB 32 by facilitating the achievement of reductions in greenhouse gases in the state. The Cap-and-Trade Expenditure Plan includes the following programmatic investment areas:

(A) Transit, Affordable Housing, and Sustainable Communities.

(B) High-Speed Rail.

(C) Low Carbon Transportation.

(D) Energy Efficiency and Renewable Energy.

(E) Natural Resources and Waste Diversion.

(7) Programs included in the Cap-and-Trade Expenditure Plan include the following:

(A) Expenditures for low-carbon transportation that include, but are not limited to, cleaning up cars, trucks, buses, and freight movement to meet federally mandated clean air requirements and long-term greenhouse gas emissions reduction goals, funding for heavy-duty freight, electric vehicle programs and rebates, and off-road vehicles.

.... (omitted text)

(D) The Affordable Housing and Sustainable Communities Program, which authorizes the Strategic Growth Council to fund land-use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas emissions. These projects, which were described in the AB 32 Scoping Plan, facilitate the reduction of the emissions of greenhouse gases by improving mobility options and increasing infill development, which decrease vehicle miles traveled and associated greenhouse gas and other emissions, and by reducing land conversion, which would result in emissions of greenhouse gases.

(E) The Transit and Intercity Rail Capital Program, which authorizes the California Transportation Commission to provide grants, based on determinations of the Transportation Agency, to fund capital improvements and operational investments that will modernize California's transit systems and intercity, commuter, and urban rail systems to reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.

(F) The Low Carbon Transit Operations Program, which authorizes the Controller to provide funding allocations based on project evaluation from the Department of Transportation and the State Air Resources Board, to fund operation investments to increase transit ridership and reduce emissions of greenhouse gases by reducing vehicle miles traveled throughout California.

(G) The High Speed Rail Program, which authorizes the High Speed Rail Authority to utilize funds to begin the initial operating segment and the Phase I Blended System, and further environmental and design work on the statewide high speed rail system. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Chapter 20 (commencing with Section 2940) of Division 3 of the Streets and Highways Code), approved by the voters in 2008, specifies that the high-speed train system, once it is completed and becomes operational, will contribute significantly toward the goal of reducing emissions of greenhouse gases and other air pollutants and will help reduce California's dependence on foreign energy sources. As recognized in the AB 32 Scoping Plan, implementation of a high speed rail system will

facilitate the reduction of emissions of greenhouse gases and other air pollutants by providing the foundation for a large-scale transformation of California's transportation infrastructure, displacing millions of vehicle miles traveled on the road, reducing demand for air travel, and increasing train ridership to ensure that the state's greenhouse gas emission reductions are maintained and continued.

..... (omitted text)

SEC. 3. Section 16428.9 of the Government Code is **amended** to read:

16428.9. (a) Prior to expending any moneys appropriated to it by the Legislature from the fund, a state agency shall prepare a record consisting of all of the following:

- (1) A description of each expenditure proposed to be made by the state agency pursuant to the appropriation.
- (2) A description of how a proposed expenditure will further the regulatory purposes of Division 25.5 (commencing with Section 38500) of the Health and Safety Code, including, but not limited to, the limit established under Part 3 (commencing with Section 38550) and other applicable requirements of law.
- (3) A description of how a proposed expenditure will contribute to achieving and maintaining greenhouse gas emission reductions pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.
- (4) A description of how the state agency considered the applicability and feasibility of other nongreenhouse gas reduction objectives of Division 25.5 (commencing with Section 38500) of the Health and Safety Code.
- (5) A description of how the state agency will document the result achieved from the expenditure to comply with Division 25.5 (commencing with Section 35800) of the Health and Safety Code.

(b) The State Air Resources Board shall develop guidance on reporting and quantification methods for all state agencies that receive appropriations from the fund to ensure the requirements of this section are met. Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 does not apply to the procedures developed pursuant to this subdivision.
(omitted text)

SEC. 5. Section 39711 of the Health and Safety Code is **amended** to read:

39711. (a) The California Environmental Protection Agency shall identify disadvantaged communities for investment opportunities related to this chapter. These communities shall be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

- (1) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.
- (2) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

(b) The California Environmental Protection Agency shall hold at least one public workshop prior to the identification of disadvantaged communities pursuant to this section.

(c) Chapter 3.5 (commencing with Section 11340) of the Part 1 of Division 3 of Title 2 of the Government Code does not apply to the identification of disadvantaged communities pursuant to this section.

SEC. 6. Section 39715 of the Health and Safety Code is **amended** to read:

39715. (a) *The state board, in consultation with the California Environmental Protection Agency shall develop funding guidelines for administering agencies that receive appropriations from the fund to ensure the requirements of this chapter are met. The guidelines shall include a component for how administering agencies should maximize benefits for disadvantaged communities, as described in Section 39711.*

(b) The state board shall provide an opportunity for public input prior to finalizing the guidelines.

(c) Chapter 3.5 (commencing with Section 11340) of the Part 1 of Division 3 of Title 2 of the Government Code does not apply to the guidelines developed pursuant to this section.

SEC. 7. Section 39719 is **added** to the Health and Safety Code, to read:

39719. (a) *The Legislature shall appropriate the annual proceeds of the fund for the purpose of reducing greenhouse gas emissions in this state in accordance with the requirements of Section 39712.*

(b) To carry out a portion of the requirements of subdivision (a), annual proceeds are continuously appropriated for the following:

(1) Beginning in the 2015–16 fiscal year, and notwithstanding Section 13340 of the Government Code, 35 percent of annual proceeds are continuously appropriated, without regard to fiscal years, for transit, affordable housing, and sustainable communities programs as following:

(A) Ten percent of the annual proceeds of the fund is hereby continuously appropriated to the Transportation Agency for the Transit and Intercity Rail Capital Program created by Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code.

(B) Five percent of the annual proceeds of the fund is hereby continuously appropriated to the Low Carbon Transit Operations Program created by Part 3 (commencing with Section 75230) of Division 44 of the Public Resources Code. Funds shall be allocated by the Controller, according to requirements of the program, and pursuant to the distribution formula in subdivision (b) or (c) of Section 99312 of, and Sections 99313 and 99314 of, the Public Utilities Code.

(C) Twenty percent of the annual proceeds of the fund is hereby continuously appropriated to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program created by Part 1 (commencing with Section 75200) of Division 44 of the Public Resources Code. Of the amount appropriated in this subparagraph, no less than 10 percent of the annual proceeds shall be expended for affordable housing, consistent with the provisions of that program.

(2) Beginning in the 2015–16 fiscal year, notwithstanding Section 13340 of the Government Code, 25 percent of the annual proceeds of the fund is hereby continuously appropriated to the High-Speed Rail Authority for the following components of the initial operating segment and Phase I Blended System as described in the 2012 business plan adopted pursuant to Section 185033 of the Public Utilities Code:

(A) Acquisition and construction costs of the project.

(B) Environmental review and design costs of the project.

(C) Other capital costs of the project.

(D) Repayment of any loans made to the authority to fund the project.

(c) In determining the amount of annual proceeds of the fund for purposes of the calculation in subdivision (b), the funds subject to Section 39719.1 shall not be included.

SEC. 20. Section 75121 of the Public Resources Code is **amended** to read:

75121. (a) The Strategic Growth Council is hereby established in state government and it shall consist of the Director of State Planning and Research, the Secretary of the Natural Resources Agency, the Secretary for Environmental Protection, the Secretary of Transportation, the Secretary of California Health and Human Services, the Secretary of Business, Consumer Services, and Housing, the Secretary of Food and Agriculture, *one member of the public appointed by the Speaker of the Assembly, one member of the public appointed by the Senate Committee on Rules*, and one member of the public to be appointed by the Governor. The public members shall have a background in land use planning, local government, resource protection and management, or community development or revitalization *and shall serve at the pleasure of the appointing authority*.

(b) Staff for the council shall be reflective of the council's membership.

SEC. 21. Division 44 (commencing with Section 75200) is **added** to the Public Resources Code, to read: **Transit, Affordable Housing, and Sustainable Communities Program**

PART 1. Affordable Housing and Sustainable Communities

CHAPTER 1. General Provisions

75200. *For the purposes of this part, the following terms have the following meanings:*

(a) *"Council" means the Strategic Growth Council established pursuant to Section 75121.*

(b) *"Disadvantaged communities" means communities identified as disadvantaged communities pursuant to Section 39711 of the Health and Safety Code.*

(c) *"Program" means the Affordable Housing and Sustainable Communities Program established pursuant to Section 75210.*

75200.1. *Consistent with Section 75125, the council, in consultation with the State Air Resources Board, shall review and coordinate the activities of member agencies of the council for the programs included in this part. The council shall review these programs, including grant guidelines of each program, consistent with Chapter 4.1 (commencing with Section 39710) of Part 2 of Division 26 of the Health and Safety Code, including the recommendations of the investment plan, Article 9.7 (commencing with Section 16428.8) of Chapter 2 of Part 2 of Division 4 of Title 2 of the Government Code, and Chapter 4.2 (commencing with Section 21155) of Division 13 of this code.*

CHAPTER 2. Affordable Housing and Sustainable Communities Program

75210. *The council shall develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives, including the following:*

(a) *Reducing air pollution.*

(b) *Improving conditions in disadvantaged communities.*

(c) *Supporting or improving public health and other cobenefits as defined in Section 39712 of the Health and Safety Code.*

(d) *Improving connectivity and accessibility to jobs, housing, and services.*

(e) *Increasing options for mobility, including the implementation of the Active Transportation Program established pursuant to Section 2380 of the Streets and Highways Code.*

(f) *Increasing transit ridership.*

(g) Preserving and developing affordable housing for lower income households, as defined in Section 50079.5 of the Health and Safety Code.

(h) Protecting agricultural lands to support infill development.

75211. *To be eligible for funding pursuant to the program, a project shall do all of the following:*

(a) Demonstrate that it will achieve a reduction in greenhouse gas emissions.

(b) Support implementation of an adopted or draft sustainable communities strategy or, if a sustainable communities strategy is not required for a region by law, a regional plan that includes policies and programs to reduce greenhouse gas emissions.

(c) Demonstrate consistency with the state planning priorities established pursuant to Section 65041.1 of the Government Code.

75212. *Projects eligible for funding pursuant to the program include any of the following:*

(a) Intermodal, affordable housing projects that support infill and compact development.

(b) Transit capital projects and programs supporting transit ridership.

(c) Active transportation capital projects that qualify under the Active Transportation Program, including pedestrian and bicycle facilities and supportive infrastructure, including connectivity to transit stations.

(d) Noninfrastructure-related active transportation projects that qualify under the Active Transportation Program, including activities that encourage active transportation goals conducted in conjunction with infrastructure improvement projects.

(e) Transit-oriented development projects, including affordable housing and infrastructure at or near transit stations or connecting those developments to transit stations.

(f) Capital projects that implement local complete streets programs.

(g) Other projects or programs designed to reduce greenhouse gas emissions and other criteria air pollutants by reducing automobile trips and vehicle miles traveled within a community.

(h) Acquisition of easements or other approaches or tools that protect agricultural lands that are under pressure of being converted to nonagricultural uses, particularly those adjacent to areas most at risk of urban or suburban sprawl or those of special environmental significance.

(i) Planning to support implementation of a sustainable communities strategy, including implementation of local plans supporting greenhouse gas emissions reduction efforts and promoting infill and compact development.

75213. *A project eligible for funding pursuant to the program shall be encouraged to promote the objectives of Section 75210, and economic growth, reduce public fiscal costs, support civic partnerships and stakeholder engagement, and integrate and leverage existing housing, transportation, and land use programs and resources.*

75214. *In implementing the program, the council shall support the goals established pursuant to Chapter 830 of the Statutes of 2012 by ensuring a programmatic goal of expending 50 percent of program expenditure for projects benefiting disadvantaged communities. To the extent feasible, the council shall coordinate outreach to promote access and program participation in disadvantaged communities.*

75215. *(a) Prior to awarding funds under the program, the council, in coordination with the member agencies and departments of the council, the State Air Resources Board, and other state entities, as needed, shall develop guidelines and selection criteria for the implementation*

of the program.

(b) Prior to adoption of the guidelines and the selection criteria, the council shall conduct at least two public workshops to receive and consider public comments. One workshop shall be held at a location in northern California and one workshop shall be held at a location in southern California.

(c) The council shall publish the draft guidelines and selection criteria on its Internet Web site at least 30 days prior to the public meetings.

(d) In adopting the guidelines and selection criteria, the council shall consider the comments from local governments, regional agencies, and other stakeholders. The council shall conduct outreach to disadvantaged communities to encourage comments on the draft guidelines from those communities.

(e) Program guidelines may be revised by the council to reflect changes in program focus or need. Outreach to stakeholders shall be conducted, pursuant to subdivisions (a), (b), and (c) before the council adopts changes to guidelines.

(f) Upon the adoption of the guidelines and selection criteria, the council shall, pursuant to Section 9795 of the Government Code, submit copies of the guidelines to the fiscal and appropriate policy committees of the Legislature.

(g) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development and adoption of the guidelines and selection criteria pursuant to this section.

75216. (a) The council shall leverage the programmatic and administrative expertise of relevant state departments and agencies in implementing the program.

(b) The council shall coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division.

75217. The executive director of the council shall report the progress on the implementation of the program in its annual report required pursuant to subdivision (e) of Section 75125.

PART 2. Transit and Intercity Rail Capital Program

75220. (a) The Transit and Intercity Rail Capital Program is hereby created to fund capital improvements and operational investments that will reduce greenhouse gas emissions, modernize California's intercity, commuter, and urban rail systems to achieve all of the following policy objectives:

(1) Reduce greenhouse gas emissions.

(2) Expand and improve rail service to increase ridership.

(3) Integrate the rail service of the state's various rail operators, including integration with the high-speed rail system.

(4) Improve rail safety.

(b) The Transportation Agency shall evaluate applications for funding under the program consistent with the criteria set forth in this chapter and prepare a list of projects recommended for funding. The list may be revised at any time.

(c) The California Transportation Commission shall award grants to applicants pursuant to the list prepared by the Transportation Agency.

75221. (a) Projects eligible for funding under the program include, but are not limited to, all of the following:

(1) Rail capital projects, including acquisition of rail cars and locomotives, that expand,

enhance, and improve existing rail systems and connectivity to existing and future rail systems, including the high-speed rail system.

(2) Intercity and commuter rail projects that increase service levels, improve reliability, and decrease travel times.

(3) Rail integration implementation, including integrated ticketing and scheduling systems, shared-use corridors, related planning efforts, and other service integration initiatives.

(4) Bus rapid transit and other bus transit investments to increase ridership and reduce greenhouse gas emissions.

(b) In order to be eligible for funding under the program, a project shall demonstrate that it will achieve a reduction in greenhouse gas emissions.

(c) The program shall have a programmatic goal of providing at least 25 percent of available funding to projects benefiting disadvantaged communities, consistent with the objectives of Chapter 830 of the Statutes of 2012.

(d) In evaluating grant applications for funding, the Transportation Agency shall consider both of the following:

(1) The cobenefits of projects that support implementation of sustainable communities strategies through one or more of the following:

(A) Reducing auto vehicles miles traveled through growth in rail ridership.

(B) Promoting housing development in the vicinity of rail stations.

(C) Expanding existing rail and public transit systems.

(D) Implementing clean vehicle technology.

(E) Promoting active transportation.

(F) Improving public health.

(2) The project priorities developed through the collaboration of two or more rail operators and any memoranda of understanding between state agencies and local or regional rail operators.

(3) Geographic equity.

(4) Consistency with the adopted sustainable communities strategies and the recommendations of regional agencies.

(e) Eligible applicants under the program shall be public agencies, including joint powers agencies, that operate existing or planned regularly scheduled intercity or commuter passenger rail service or urban rail transit service. An eligible applicant may partner with transit operators that do not operate rail service on projects to integrate ticketing and scheduling with bus or ferry service.

(f) A recipient of funds under the program may combine funding from the program with other funding, including, but not limited to, the State Transportation Improvement Program, the Low Carbon Transit Operations Program, the State Air Resources Board clean vehicle program, and state transportation bond funds.

75222. *(a) Applications for grants under the program shall be submitted to the Transportation Agency for evaluation in accordance with procedures and program guidelines adopted by the agency.*

(b) The Transportation Agency shall conduct at least two public workshops on draft program guidelines containing selection criteria prior to adoption and shall post the draft guidelines on the agency's Internet Web site at least 30 days prior to the first public workshop. Concurrent with the posting, the agency shall transmit the draft guidelines to the fiscal committees and to the appropriate policy committees of the Legislature.

(c) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development and adoption of procedures and program guidelines for the program pursuant to this section.

PART 3. Low Carbon Transit Operations Program

75230. *(a) The Low Carbon Transit Operations Program is hereby created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities.*

(b) Funding for the program is continuously appropriated pursuant to Section 39719 of the Health and Safety Code from the Greenhouse Gas Reduction Fund established pursuant to Section 16428.8 of the Government Code.

(c) Funding shall be allocated by the Controller consistent with the requirements of this part and with Section 39719 of the Health and Safety Code, upon a determination by the Department of Transportation that the expenditures proposed by a transit agency meet the requirements of this part and guidelines developed pursuant to subdivision (f), and the amount of funding requested that is currently available.

(d) Moneys for the program shall be expended to provide transit operating or capital assistance that meets all of the following criteria:

(1) Expenditures supporting new or expanded bus or rail services, or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.

(2) The recipient transit agency demonstrates that each expenditure directly enhances or expands transit service to increase mode share.

(3) The recipient transit agency demonstrates that each expenditure reduces greenhouse gas emissions.

(e) For transit agencies whose service areas include disadvantaged communities as identified pursuant to Section 39711 of the Health and Safety Code, at least 50 percent of the total moneys received pursuant to this chapter shall be expended on projects or services that meet requirements of subdivision (d) and benefit the disadvantaged communities, consistent with the guidance developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code.

(f) The Department of Transportation, in coordination with the State Air Resources Board, shall develop guidelines that describe the methodologies that recipient transit agencies shall use to demonstrate that proposed expenditures will meet the criteria in subdivisions (d) and (e) and establish the reporting requirements for documenting ongoing compliance with those criteria.

(g) Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code does not apply to the development of guidelines for the program pursuant to this section.

(h) A transit agency shall submit the following information to the Department of Transportation before seeking a disbursement of funds pursuant to this part:

(1) A list of proposed expense types for anticipated funding levels.

(2) The documentation required by the guidelines in developed pursuant to subdivision (f) to demonstrate compliance with subdivisions (d) and (e).

(i) Before authorizing the disbursement of funds, the department, in coordination with the State Air Resources Board, shall determine the eligibility, in whole or in part, of the proposed list of expense types, based on the documentation provided by the recipient transit agency to ensure ongoing compliance with the guidelines developed pursuant to subdivision (f).

(j) The department shall notify the Controller of approved expenditures for each transit agency, and the amount of the allocation for each transit agency determined to be available at that time of approval.

(k) The recipient transit agency shall provide annual reports to the Department of Transportation, in the format and manner prescribed by the department, consistent with the internal administrative procedures for use of fund proceeds developed by the State Air Resources Board.

(l) The Department of Transportation and recipient transit agencies shall comply with the guidelines developed by the State Air Resources Board pursuant to Section 39715 of the Health and Safety Code to ensure that the requirements of Section 39714 of the Health and Safety Code are met to maximize the benefits to disadvantaged communities as described in Section 39711 of the Health and Safety Code.

VIII. SB 852 (FY 14-15 Budget Allocations)

A. For Affordable Housing and Sustainable Communities

0650-101-3228—For local assistance, Office of Planning and Research, Program 31-Strategic Growth Council ()\$129,201,000

1. The funds appropriated in this item may be available for transfer to the Department of Transportation, the Department of Housing and Community Development, the Department of Conservation, and the Natural Resources Agency for support costs and local assistance associated with administering the affordable housing and sustainable communities program.
2. Notwithstanding any other provision of law, the funds appropriated in this item shall be available for expenditure and encumbrance until June 30, 2017, for support and local assistance.

B. State Transit Assistance (Low Carbon Transit Operations)

2640-101-3228—For local assistance, State Transit Assistance, for allocation by the Controller pursuant to subdivisions (b) and (c) of Section 99312, Section 99313, and Section 99314 of the Public Utilities Code ().....\$25,000,000

1. Notwithstanding Sections 99313 and 99314 of the Public Utilities Code, not more than \$14,355 of the amount appropriated in this item shall reimburse the Controller for expenditures for administration of State Transit Assistance funds.
2. Funds appropriated in this item shall not be allocated prior to the enactment of implementing legislation and fulfillment of any specified requirement of that legislation. This implementing legislation shall establish requirements that funds be used to support additional transit services that result in additional greenhouse gas emission reductions to further the regulatory purposes of the California Global Warming Solutions Act of 2006, in accordance with Chapter 4.1 (commencing with Section 39710) of Part 2 of Division 26 of the Health and Safety Code, including the recommendations of the investment plan, and Article 9.7 (commencing with Section 16428.8) of Chapter 2 of Part 2 of Division 4 of Title 2 of the Government Code.

C. Transit and Intercity Rail Capital Program

Page 117 -118. 2660-101-3228—For local assistance, Department of Transportation, payable from the Greenhouse Gas Reduction Fund 24,791,000

1. Funds appropriated in this item shall be available for transit and intercity rail capital programs for allocation by the California Transportation Commission until June 30, 2016, and available for encumbrance and liquidation until June 30, 2020.
2. Notwithstanding any other provision of law, funds appropriated in this item may be transferred to Item 2660-301-3228. These transfers shall require the prior approval of the Department of Finance.

D. General Provision Relating to Timing of Allocations

(Page 683) SEC. 15.13. (a) Any appropriation from the Greenhouse Gas Reduction Fund, except for (1) appropriations in Items 2665-301-3228 and 2665-306-3228 and (2) appropriations for state operations expenditures necessary for program administration, including statewide coordination and reporting activities by the State Air Resources Board for cap and trade expenditures, shall be subject to the restrictions specified in subdivision (b).

(b) No department shall encumber or commit more than 75 percent of any appropriation prior to the fourth cap and trade auction in the 2014–15 fiscal year. Upon determination of the final amount of auction proceeds after the fourth cap and trade auction, the Department of Finance shall make a final determination for the expenditure of the remaining auction proceeds. The Department of Finance shall notify the Joint Legislative Budget Committee no later than 30 days after the final determination.

Overview of Affordable Housing and Sustainable Communities Program Concept

Strategic Growth Council
July 10, 2014

Proposed Timeline

Mid AUGUST 2014	Three Public Workshops on Guideline Development
Early OCTOBER 2014	Draft Guidelines presented to Council
OCTOBER 2014	Three Public Workshops on Draft Guidelines
DECEMBER 2014	Final Guidelines presented to Council for Approval
JANUARY 2015	Funding Solicitation Released
APRIL 2015	Applications Due
JUNE 2015	Awards Announced

2014-15 Greenhouse Gas Reduction Fund Investments

Category	Department	Program	2014-15
Sustainable Communities and Clean Transportation	High-Speed Rail Authority	High-Speed Rail Project	\$250 m
	State Transit Assistance	Low Carbon Transit Operations Program	\$25 m
	Caltrans	Transit and Intercity Rail Capital Program	\$25 m
	Strategic Growth Council	Affordable Housing and Sustainable Communities Program	\$130 m
	Air Resources Board	Low Carbon Transportation	\$200 m
Energy Efficiency and Clean Energy	Dept. of Community Services and Development	Energy Efficiency Upgrades/Weatherization	\$75 m
	Energy Commission	Energy Efficiency for Public Buildings	\$20 m
	Dept. of Food and Agriculture	Agricultural Energy and Operational Efficiency	\$15 m
Natural Resources and Waste Diversion	Dept. of Fish and Wildlife	Wetlands and Watershed Restoration	\$25 m
	Dept. of Forestry and Fire Protection	Fire Prevention and Urban Forestry Projects	\$42 m
	Cal Recycle	Waste Diversion	\$25 m
TOTAL			\$832 m

Legal Background for the Affordable Housing and Sustainable Communities Program

California
Strategic Growth Council

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

2006	AB 32	California Global Warming Solutions Act
2008	SB 375	Sustainable Communities and Climate Protection Act
2012	SB 535	Requires auction proceeds benefit and invest in Disadvantaged Communities
2012	AB 1532	Establishes public process and directs funds to reduce GHGs and achieve co-benefits
2012	SB 1018	Established the Greenhouse Gas Reduction Fund and accountability requirements
2014	SB 862	Created the Affordable Housing and Sustainable Communities Program

Role of the California Air Resources Board

Evolution of State Support for Sustainable Communities

Research & Best Practices

Statewide TOD
Study & Database

Statewide Infill
Study

Smart Mobility
2010

Infill Financing
Options Analysis



Planning

Integrated Regional
Partnership Program

Downtown Rebound
Planning Grants

Regional
Blueprint
Program

Modeling
Incentives
Grants

Sustainable Communities
Planning Grants



Implementation

Multifamily Housing
Program

Catalyst Pilot
Program

TOD and Infill
Infrastructure Grant
& Loan Program

Urban
Greening
Grants

Active
Transportation
Program



SGC Affordable Housing & Sustainable Communities Program

Examples of Sustainable Communities Implementation

HCD Proposition 1C Programs

Transit-Oriented Development (TOD) and Infill Infrastructure (Infill) Programs

TOD		Infill
\$300M		\$850M
Housing Loans	Infrastructure Grants	Infrastructure Grants
64% to Loans 34 contracts	36% to Grants 14 contracts	100% Grants 124 contracts
Housing Project must be within ¼ mile of qualifying transit station		Project must be a qualifying infill site
Loans Fund: affordable housing	Grants Fund: Wide variety of infrastructure including streets, sidewalks, sewer, utilities, bike and pedestrian improvements, transit stations and linkages, parks, traffic mitigation – in support of a qualifying project.	

*HCD has administered three rounds of funding for these programs

TOD/Infill Program Examples

1050 B St., San Diego
\$4M TOD Grant
229 Affordable Units



MacArthur Transit Village, Oakland
\$17M TOD Grant
\$17M Infill Grant
448 Total Units
89 Affordable



MacArthur Park Apartments, Westlake MacArthur Station, LA
\$16M TOD Loans, \$1M TOD Grant
172 Affordable Units



Union City Intermodal, Union City
\$8M TOD Grant
344 Total Units
155 Affordable

Affordable Housing and Sustainable Communities Program Concept

AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM

The SGC is authorized to fund land-use, housing, transportation, and land preservation projects to support infill and compact development that reduce GHG emissions. These projects facilitate the reduction of the emissions of GHGs by improving mobility options and increasing infill development, which decrease vehicle miles traveled and by reducing land conversion, resulting in a reduction of GHG and other emissions.

((Sec. 1(a)(7)(D), SB 862, Chapter 36, Stats. 2014)

Statutory Requirements

- Demonstrate GHG reductions
- Consistent with State Planning Priorities
- Implement regional Sustainable Communities Strategy*
- 50% of funding invested:
 - To benefit Disadvantaged Communities
 - To provide housing opportunities for lower income households

*If a Sustainable Communities Strategy is not required for a region by law, a regional plan that includes policies and programs to reduce greenhouse gas emissions will meet this requirement.

Eligible Uses

Statutorily-eligible projects for funding include the following (PRC Sec. 75212):

- Affordable Housing
- Transit
- Active Transportation
- Non-infrastructure Active Transportation Projects
- Transit-Oriented Development Projects
- Complete Streets Capital Projects
- Other GHG and Criteria Air Pollutant Reduction projects or programs
- Ag land protection strategies that support infill development
- SCS Implementation Plans

Proposed Program Structure

- SGC provides central authority for program implementation
- Proposed parallel structure for implementation
 - AHSC component administered by HCD on behalf of SGC
 - Ag lands component administered by Natural Resources Agency on behalf of SGC
- Recommended distribution through a competitive process
- Funding would be distributed as loans and grants, as appropriate

Public Policy Objectives

Projects are also to support related and coordinated public policy objectives, including:

- Reducing air pollution
- Improving conditions in disadvantaged communities
- Supporting or improving public health
- Improving connectivity and accessibility to jobs, housing and services
- Increasing options for mobility, including active transportation
- Promoting water conservation
- Increasing transit ridership
- Preserving and developing affordable housing for lower income households
- Protecting agricultural lands to support infill development
- Project scoring criteria shall support benefits per AB 1532 and SB 535 and other co-benefits

Roles and Responsibilities

Strategic Growth Council

- Policy Direction
- Approve Guidelines
- Approve Projects for Funding
- Oversight of Implementation

SGC & Member Agency Staff

- Hosts Public Guideline Workshops
- Develops Draft Guidelines
- Oversees Proposal Review Process

Implementing Agencies

- Contracts with Awardees
- Manages Contracts
- Monitors Implementation
- Reports to SGC on Project Progress

Role of Metropolitan Planning Organizations (MPOs)

- Per SB 862, “council shall coordinate with the metropolitan planning organizations and other regional agencies to identify and recommend projects within their respective jurisdictions that best reflect the goals and objectives of this division.”

Proposed Timeline

Mid AUGUST 2014	Three Public Workshops on Guideline Development
Early OCTOBER 2014	Draft Guidelines presented to Council
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JANUARY 2015	Funding Solicitation Released
APRIL 2015	Applications Due
JUNE 2015	Awards Announced

Questions/Comments?

Cap-and-Trade Auction Proceeds:
Greenhouse Gas Emission Reduction Fund Investments
Air Resources Board Roles and Upcoming Milestones

Air Resources Board (ARB) Statutory Responsibilities:

- Administer the Greenhouse Gas Reduction Fund (GGRF)
- Develop funding guidelines for agencies that receive GGRF appropriations that cover:
 - Expenditure record requirement to ensure investments further the purposes of AB 32
 - SB 535 requirement to maximize the benefits of investments to disadvantaged communities; California Environmental Protection Agency (CalEPA) to identify the communities and consult with ARB
 - Methodologies to quantify greenhouse gas emission reductions and other co-benefits
 - Project tracking and reporting to provide accountability and transparency
- Provide consultation to the Strategic Growth Council on development of Affordable Housing and Sustainable Communities Implementation Program
- Provide consultation to Department of Transportation on Low Carbon Transit Operations
- Manage the GGRF appropriation for Low Carbon Transportation
- Hold a public hearing on the triennial investment plan

Near-Term Milestones for Program Implementation

<i>July 2014</i>	<ul style="list-style-type: none"> ARB releases Interim Guidance for expenditure records and fiscal procedures
<i>Aug 2014</i>	<ul style="list-style-type: none"> CalEPA releases the draft cutpoint for identification of disadvantaged communities for public comment (based on CalEnviroScreen 2.0) ARB releases preliminary concepts for Interim Guidance on investment in disadvantaged communities for public comment CalEPA and ARB hold joint public workshops on identification of disadvantaged communities and preliminary concepts for Interim Guidance
<i>Sep 2014</i>	<ul style="list-style-type: none"> CalEPA finalizes identification of disadvantaged communities ARB staff updates the Board at its September 18-19 public meeting and receives feedback on development of Interim Guidance ARB releases Interim Guidance for use by State and local agencies
<i>Oct 2014 to Mid 2015</i>	<ul style="list-style-type: none"> ARB, in consultation with CalEPA and administering agencies, develops full funding guidelines, holds public workshops to solicit public comment, and presents proposed guidelines to the Board for approval ARB and agencies begin developing methodologies to quantify greenhouse gas reductions and other co-benefits; ARB will prioritize programs using emission reductions as a criterion in a competitive process to select projects Administration begins process to update the three-year investment plan (due Jan 2016)

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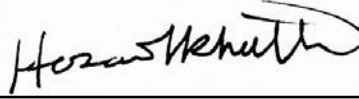
DATE: August 7, 2014

TO: Community, Economic and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)
Regional Council (RC)

FROM: Kimberly Clark, Senior Regional Planner, Land Use and Environmental Planning,
213-236-1844, clark@scag.ca.gov

SUBJECT: Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

SCAG staff continues with its past practice of engaging in a bottom-up local input process for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (“2016 RTP/SCS” or “Plan”), which employs a “local control - regional collaboration” strategy for the Plan update. To facilitate and assist in the local review of the draft socioeconomic and geographic datasets for the 2016 RTP/SCS, staff has conducted meetings with jurisdictions one-on-one to collect data changes, answer questions, and provide technical guidance, as needed. To date, staff has requested sessions with all 197 jurisdictions, and has completed meetings with 195 jurisdictions, or 99% of all cities and counties in the SCAG region. This effort has resulted in feedback from 88% of jurisdictions on all or a portion of the current information requests for the Local Input Process. In the coming weeks, staff will process these datasets for integration into SCAG’s technical models, including travel demand analysis and land use scenario development. Additionally, results from the Local Surveys will be presented to the Technical Working Group (TWG) and policy committees for future integration into the 2016 Plan and also as a basis to document implementation of the 2012-2035 RTP/SCS.

STRATEGIC PLAN:

This item supports SCAG’s Strategic Plan; Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a: Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

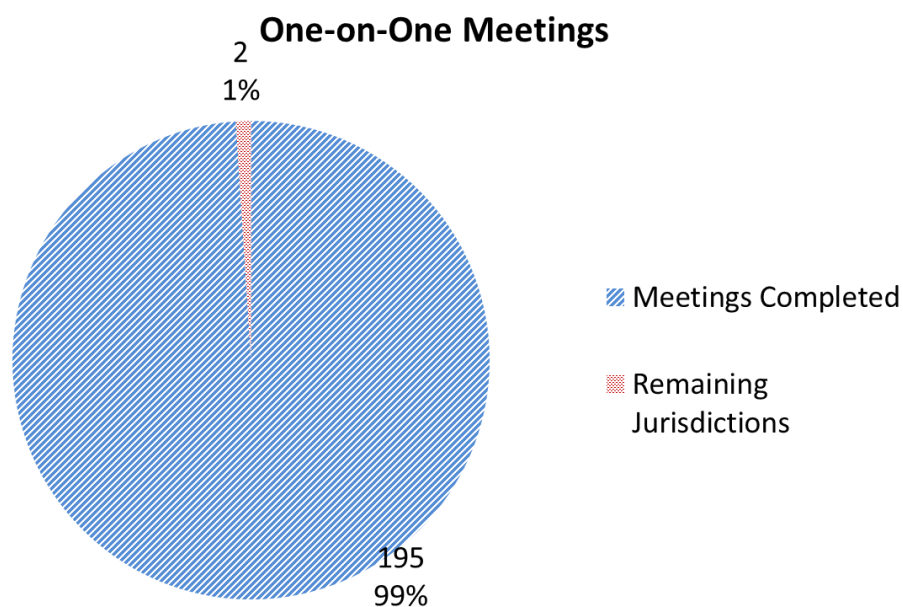
BACKGROUND:

SCAG’s Bottom-Up Local Input Process began in March 2013 and has been designed to engage local jurisdictions in establishing the base geographic and socioeconomic datasets for the 2016 RTP/SCS.

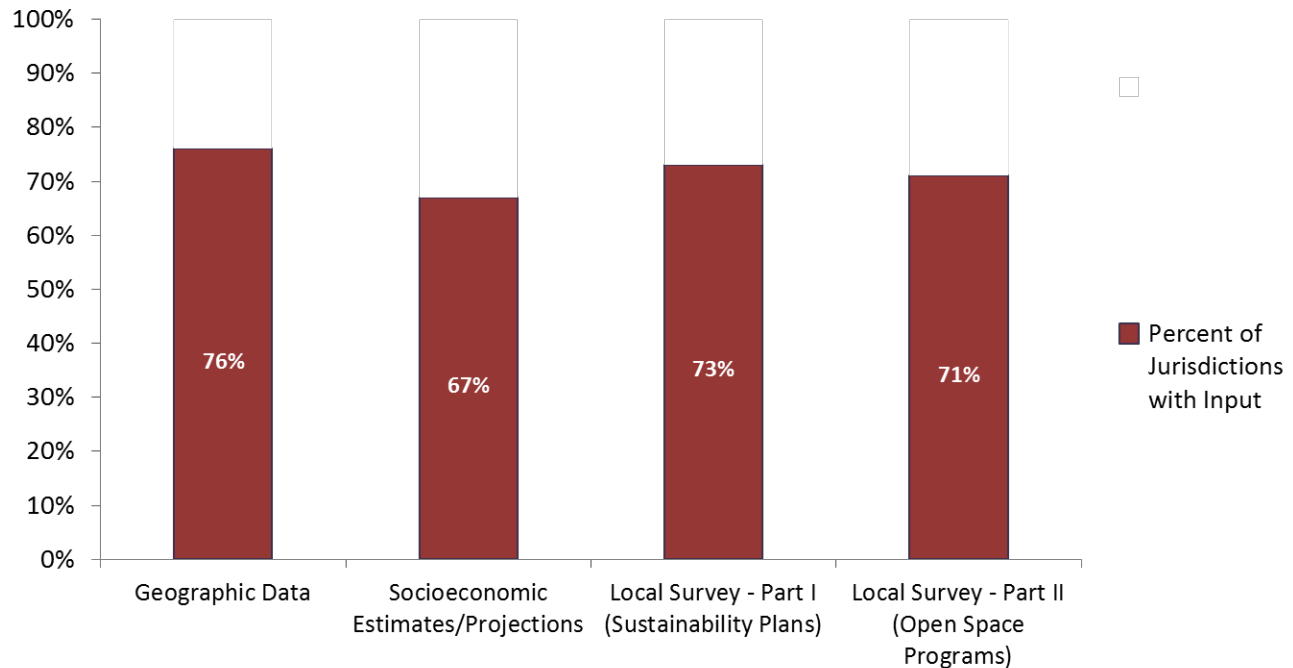
Early in this effort, staff sought guidance from the CEHD, the Technical Working Group (TWG), and our subregional partners to engage with local jurisdictions and to establish the schedule and protocol for this effort. Here is a summary of actions taken to date:

- March 2013 – Each jurisdiction was contacted individually and was requested to provide their base general plan land use and zoning data to SCAG
- June 2013 – With approval from the CEHD, the protocol for local jurisdictions to provide input and approval of SCAG’s geographic and socioeconomic datasets was established
- October 2013 – Based on guidance from the CEHD; the TWG; and our subregional partners, staff distributed the schedule, protocol, and summary descriptions of SCAG’s base datasets in a letter to all regional city managers, planning directors, city clerks (for forwarding to all elected officials), subregional executive directors, and subregional coordinators. This letter also identified whom at each jurisdiction was assumed to be the main contact person to provide input to SCAG, and provided an opportunity for local jurisdictions to revise this information
- November 2013 through January 2014 – With input from the CEHD, TWG, and subregional staff, SCAG staff rolled-out our base geographic datasets and socioeconomic data in an individualized package for each jurisdiction (known as the “Data/Map Book”). At this time, staff also sought input from jurisdictions on any local sustainability plans and open space programs through SCAG’s Local Surveys
- November 2013 through July 2014 – Staff presented at standing subregional planning directors’ and city managers’ meetings and sought one-on-one meetings with each of SCAG’s 197 jurisdictions to go over the base datasets, answer questions, and provide assistance, as needed
- December 2013 through July 2014 – With support from our subregional partners and oversight from the CEHD, staff met with 99% of SCAG’s 197 jurisdictions one-on-one and received feedback from 88% of jurisdictions on all or a portion of our information requests

Additional information on the progress of SCAG’s one-on-one meetings with local jurisdictions and the level of input from each jurisdiction on SCAG’s datasets is available in the following graphs.



Input from Local Jurisdictions on SCAG's Datasets



Here is an initial summary of input for each of SCAG datasets. Note that this information is subject to update as input is collected and processed:

Geographic Data

- 76% of jurisdictions provided feedback on SCAG's Geographic Data
- 62% of jurisdictions provided feedback on SCAG's general plan land use or zoning data
- 55% of jurisdictions provided feedback on SCAG's existing land use data
- 55% of jurisdictions provided feedback on a selection of our resource area datasets (farmland, flood areas, protected open space, habitat conservation areas, etc.)

Socioeconomic Estimates/Projections

- 67% of jurisdictions provided input on SCAG's Socioeconomic Estimates and Projections
- Approval of SCAG's draft population, household, and employment estimates and projections was given by 39% of jurisdictions
- 27% of jurisdictions reviewed SCAG's data and provided revised figures to be used in place of the draft figures; 1% rejected SCAG's draft figures and did not include specific revisions

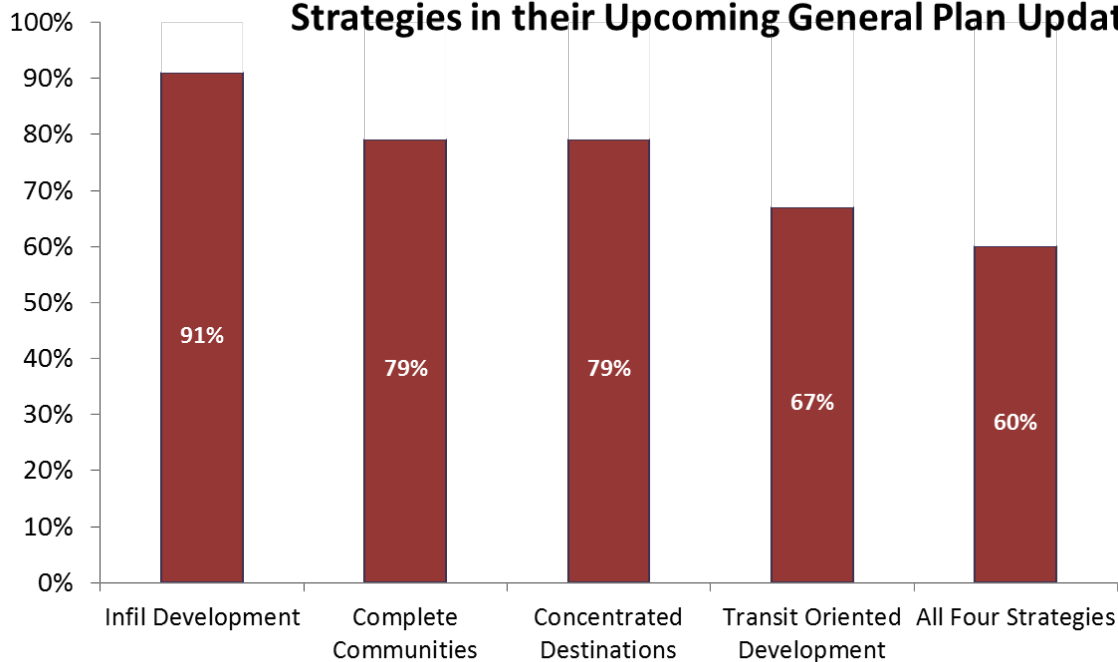
Local Survey – Part I (Sustainability Plans)

- 73% of jurisdictions provided a response to Part I of the Local Survey
- Just over 18% of local jurisdictions have updated their General Plan within the last 2 years, 36% did so within the last 5 years, and more than 58% have updated their General Plan within the last 10 years. About 30% are currently in the process of updating their General Plan
- Of jurisdictions currently updating their General Plan, strategies outlined in the 2012-2035 RTP/SCS are much more prevalent, with 91% reporting 'Infill Development' as a strategy to be supported by the new Plan, 79% selecting 'Complete Communities', 79% selecting

‘Concentrated Destinations’, & 67% reporting TOD to be a supported strategy in their updated General Plan. 60% of respondents currently updating their General Plan selected all 4 SCS strategies to be supported in the update (see graph below)

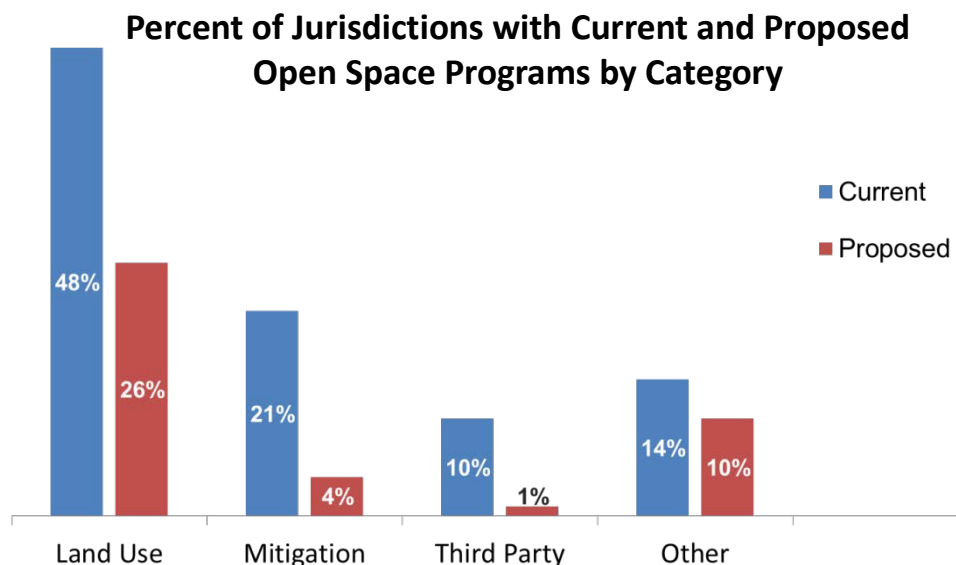
- About 76% of respondents indicate having an RTP-designated ‘High Quality Transit Area’ (HQTa) within their jurisdiction. Of these, about 40% report having policy incentives in place to encourage HQTa development
- 19% of jurisdictions have adopted a ‘Complete Streets’ policy, and 26% are in the process of doing so. Just over 41% of localities have adopted a ‘Safe Routes to School’ policy, and 24% are in the planning stages. Nearly 20% of respondents have adopted a local Pedestrian Plan, with another 22% in the process of doing so. 59% of reporting jurisdictions have adopted a Bicycle Plan, with another 36% planning to implement a policy. More than 56% of jurisdictions have adopted a Transportation Demand Management (TDM) policy, with another 12% in the process of doing so. Nearly 21% of respondents have adopted a local parking policy, with another 7% in the planning stages. About two-thirds of respondents have adopted an impact fee policy; with another 20% anticipate implementing a policy. About 31% of jurisdictions have adopted a public health policy, with another 26% in process

Percent of Jurisdictions Including 2012-2035 RTP/SCS Strategies in their Upcoming General Plan Update



Local Survey – Part II (Open Space Programs)

- 71% of jurisdictions provided a response on Part II of the Local Survey
- Many jurisdictions have different types of open space programs or policies. 47% of jurisdictions have a program related to the protection of natural lands, 15% for the protection of agricultural areas, and 60% have parks and recreation open space programs
- Almost half of respondents (48%) listed land use programs/policies for open space in their jurisdiction, which were primarily general plan elements, such as open space element, parks and recreation element, natural resources element or conservation element. Other prevalent programs/policies were mitigation programs such as Natural Community Conservation Programs and Habitat Conservation Programs (21%). Third party programs, such as those led by non-profit organizations, represent 10% and several jurisdictions have other programs related to open space (14%). Many more jurisdictions have plans to implement open space programs (see graph below)
- 45% of respondents said mitigation activities are developed on a project-by-project basis, while about 20% said they develop on both a comprehensive and project-by-project basis. Only 4% develop projects solely on a comprehensive basis



Additional information on the nature of input provided from local jurisdictions on SCAG’s base datasets will be provided as this information is finalized for use in the next stages of development of the 2016 RTP/SCS.

To ensure adequate resources are allocated, various departments within SCAG have been involved and Frank Wen, Manager, Research & Analysis Department, continues to serve as the main point of contact for this process. He can be reached at: 213-236-1854 or RTPLocalInput@scag.ca.gov.

FISCAL IMPACT:

Activities related to the 2016 RTP/SCS development are included in the FY15 OWP under 010.SCG0170.01, 020.SCG1635.01, 055.SCG0133.025, and 070.SCG0130.10.

ATTACHMENT:

PowerPoint Presentation: “Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)”

Progress of the Bottom-up Local Input Process for the 2016 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS)

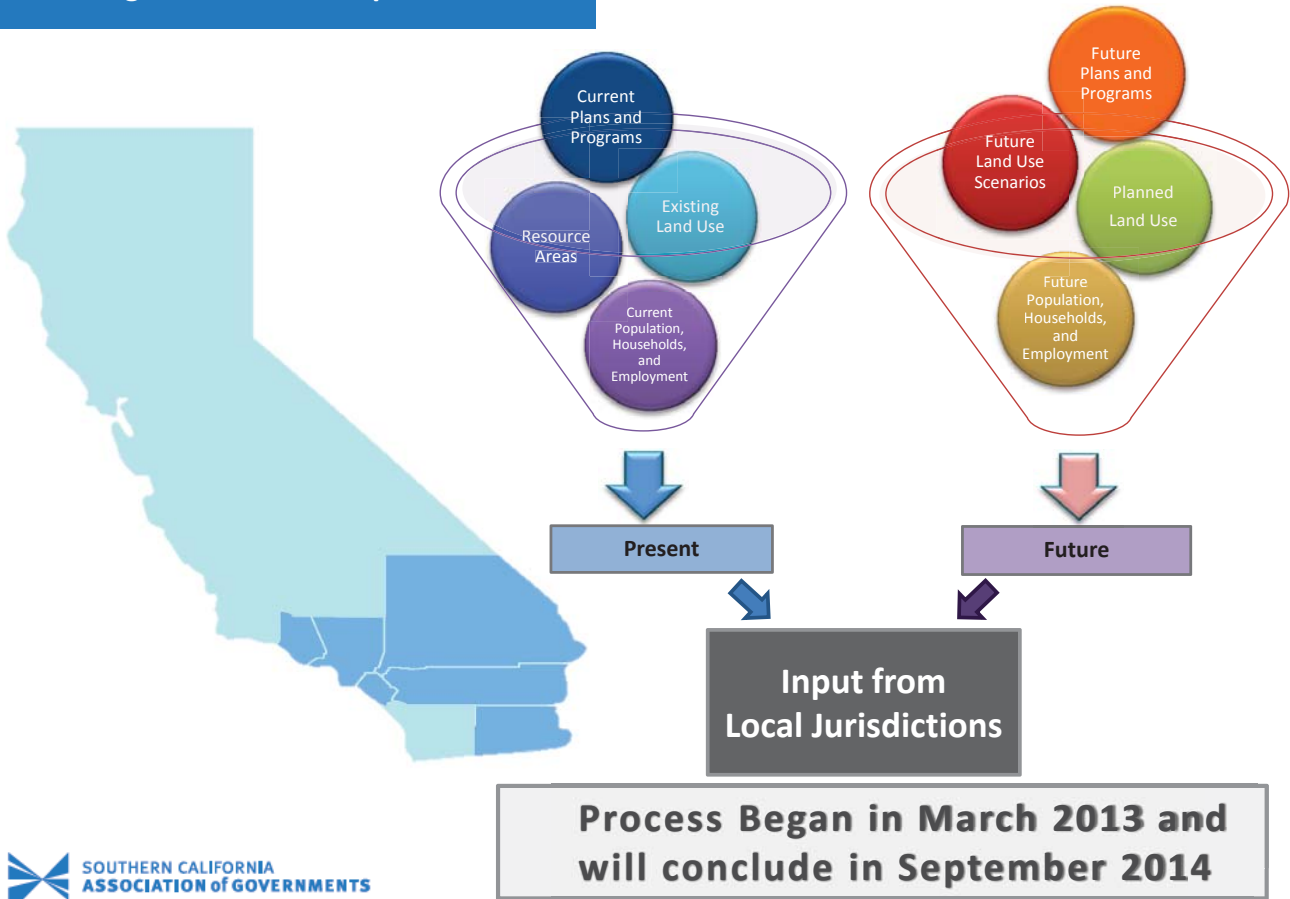


Overview

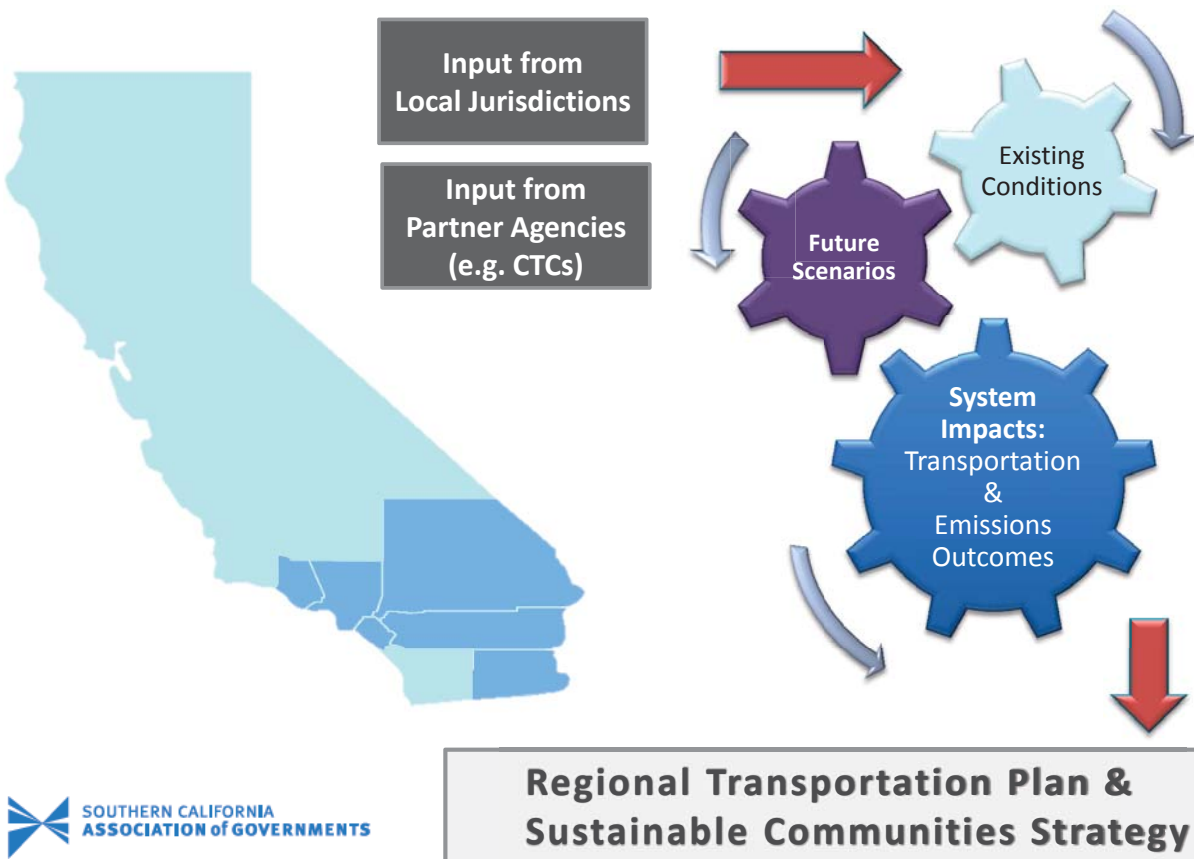
- Background on Local Input Process
- Outreach to Local Jurisdictions
- Progress to Date
- Initial Input Results



Background of Local Input Process



Background of Local Input Process





The figure displays six monthly calendar grids from December 2013 to May 2014. The grids are arranged in two rows of three. The first row shows December 2013, January 2014, and February 2014. The second row shows March 2014, April 2014, and May 2014. The January 2014 grid is highlighted with an orange border. Within this grid, the date 8 is highlighted with a red box, and the date 10 is highlighted with a green box.

December 2013							January 2014							February 2014							March 2014							April 2014							May 2014						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
24	25	26	27	28	29	30	29	30	31	1	2	3	4	26	27	28	29	30	31	1	23	24	25	26	27	28	1	30	31	1	2	3	4	5	27	28	29	30	1	2	3
1	2	3	4	5	6	7	5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
8	9	10	11	12	13	14	12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
15	16	17	18	19	20	21	19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
22	23	24	25	26	27	28	26	27	28	29	30	31	1	23	24	25	26	27	28	1	23	24	25	26	27	28	29	27	28	29	30	1	2	3	25	26	27	28	29	30	31
29	30	31	1	2	3	4	2	3	4	5	6	7	8	2	3	4	5	6	7	8	30	31	1	2	3	4	5	4	5	6	7	8	9	10	1	2	3	4	5	6	7

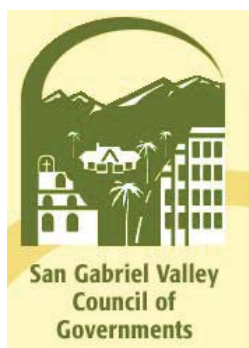
Ensure that all local governments are fully informed of the 2016 RTP/SCS Planning Process



**SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS**

Local Collaboration

Subregional Organizations



Local Collaboration

Collaboration with Staff at Local Jurisdictions

Staff Hours Varied According to:

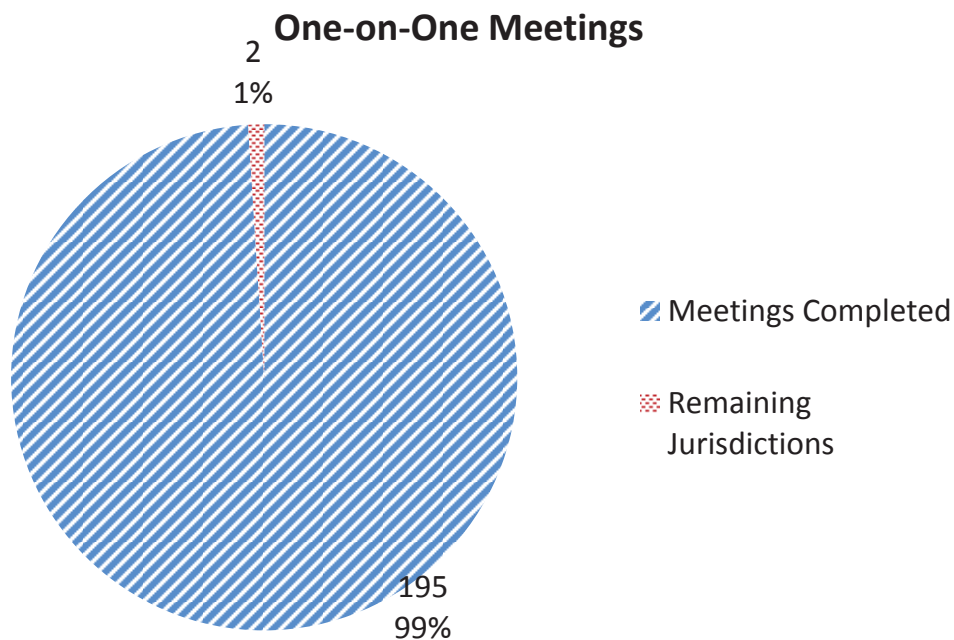
Jurisdiction Size

Amount of Available Data

GIS Capabilities

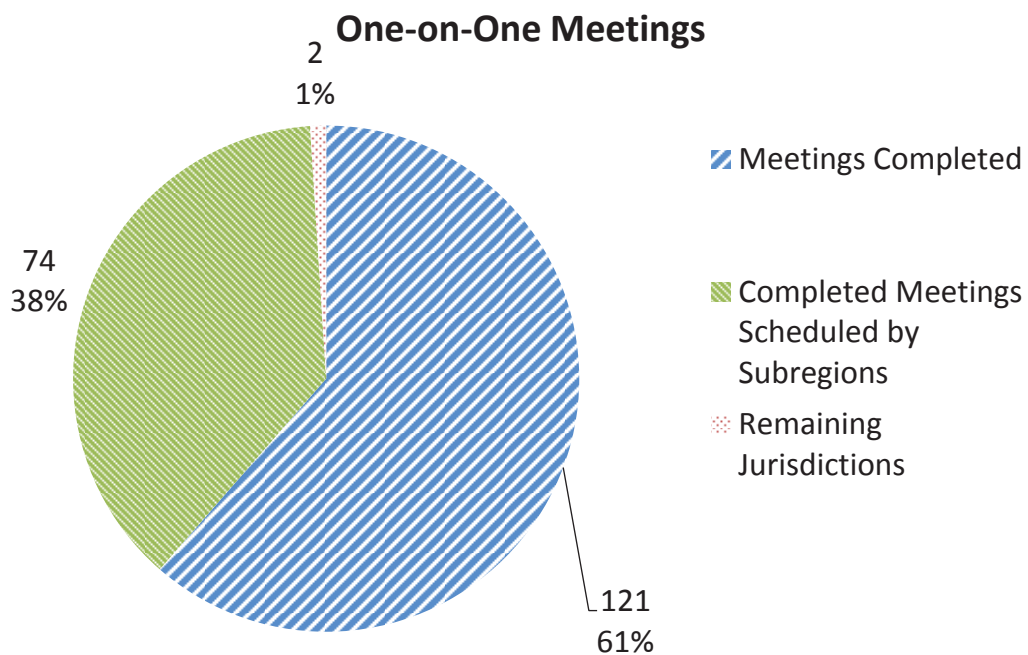
SCAG Assistance + Future Applications

Progress to Date



Percent of Jurisdictions Solicited for One-on-One Sessions: 100%

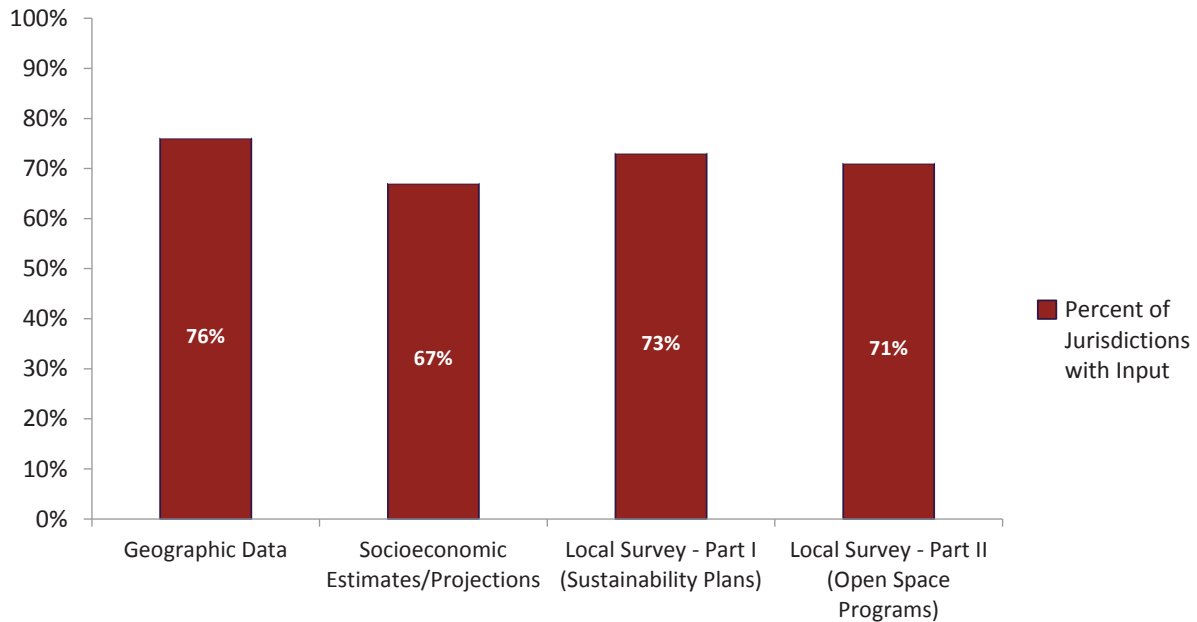
Progress to Date



Percent of Jurisdictions Solicited for One-on-One Sessions: 100%

Progress to Date

Input from Local Jurisdictions on SCAG's Datasets



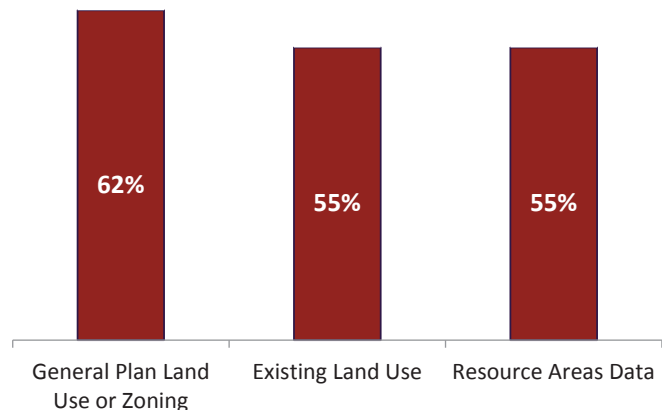
Geographic Data Initial Input Results

Total Jurisdictions
Providing Input:

149

Response Rate:

76%



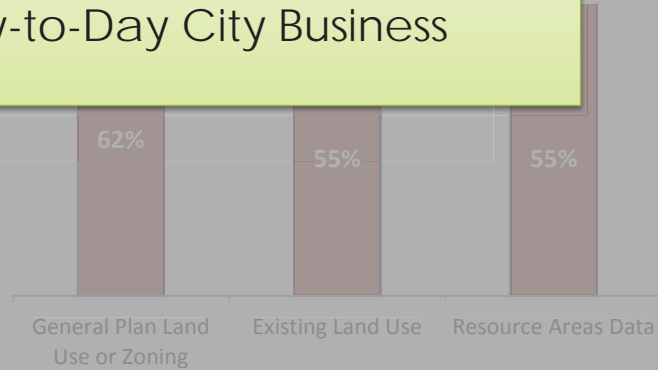
Percent of Jurisdictions Providing Input on SCAG's
Geographic Datasets

Geographic Data Initial Input Results

Future Data Uses

- Scenario Planning for the 2016 RTP/SCS
- Regional Data Inventory for Local Plans
- Local Data for Day-to-Day City Business

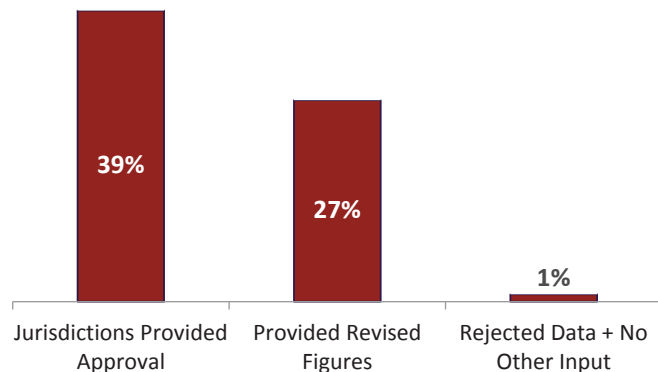
Response Rate:
70%



Socioeconomic Estimates/Projections Initial Input Results

Total Jurisdictions
Providing Input:
132

Response Rate:
67%



Nature of Input on SCAG's Socioeconomic Data

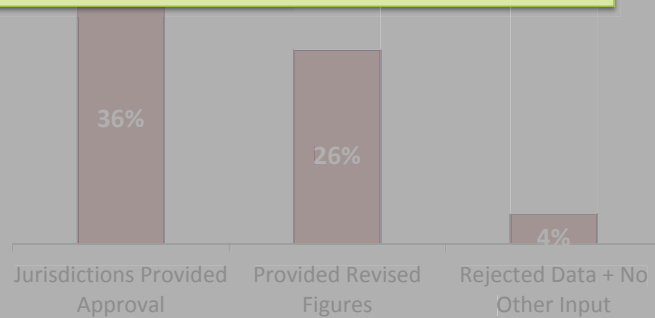
Socioeconomic Estimates/Projections

Initial Input Results

Future Data Uses

- Scenario Planning for the 2016 RTP/SCS
- Travel Demand Modeling for the 2016 RTP/SCS
- Regional Data for Use in Local Planning Efforts

Response Rate:
65%



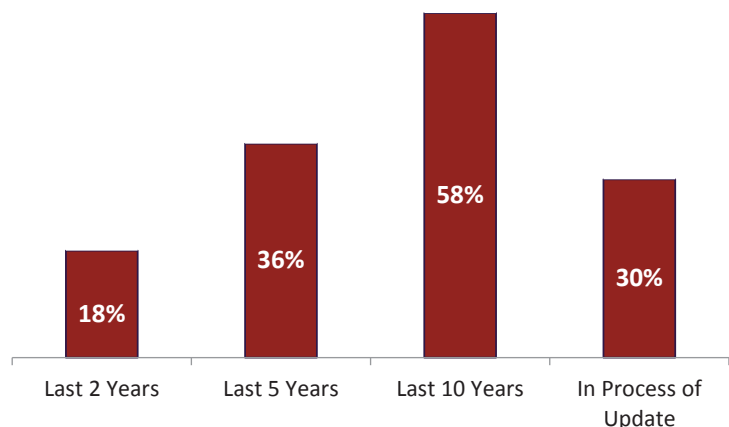
Local Survey Part I – Implementation

Initial Input Results

Total Surveys
Completed As of
7/29/2014 :

143

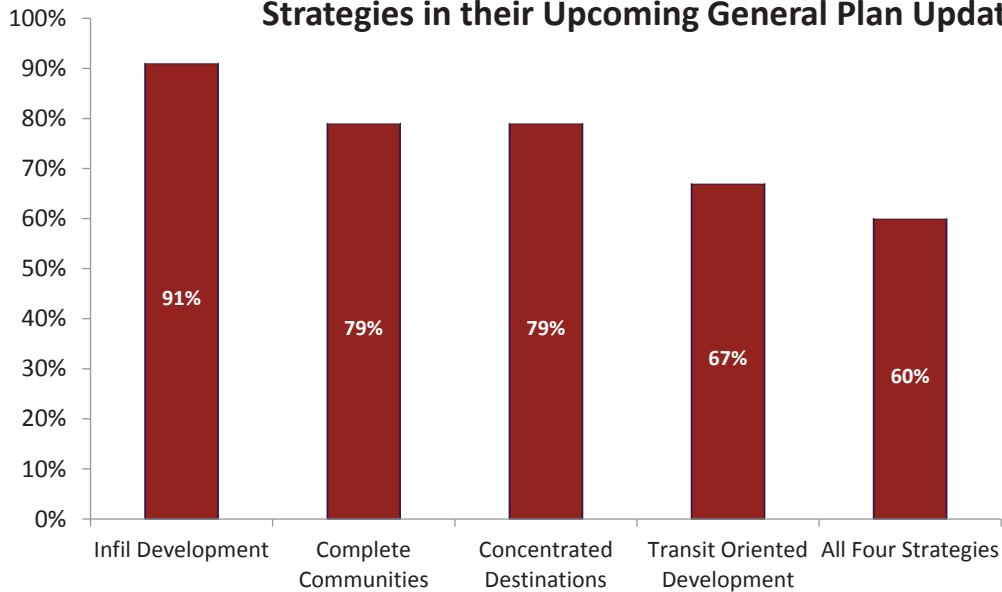
Response Rate:
73%



Updates to Local Jurisdictions' General Plans

Initial Input Results

Percent of Jurisdictions Including 2012-2035 RTP/SCS Strategies in their Upcoming General Plan Update

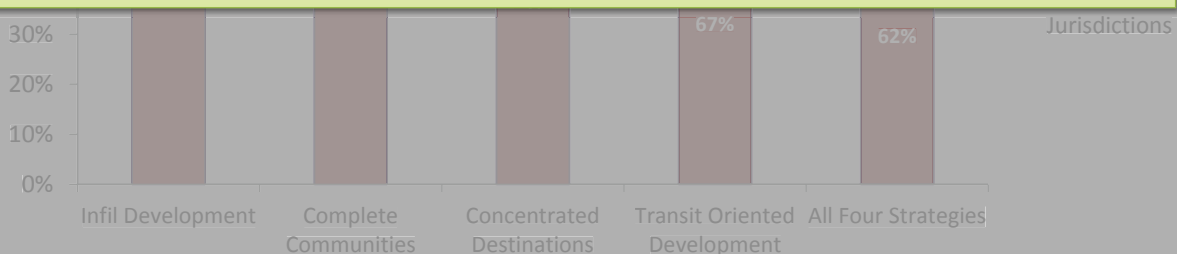


Initial Input Results

Percent of Jurisdictions Including 2012-2035 RTP/SCS Strategies in their Upcoming General Plan Update

Future Data Uses

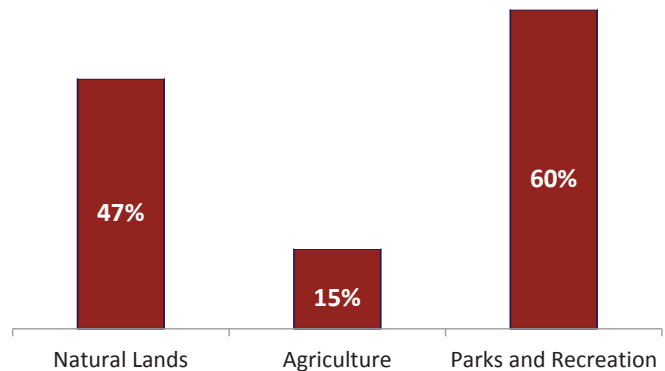
- Monitor Initial Implementation of 2012-2035 RTP/SCS
- Regional Database of Local Sustainability Programs
- Establish framework for outcome-based monitoring



Local Survey Part II – Open Space Initial Input Results

Total Surveys
Completed As of
7/29/2014 :
139

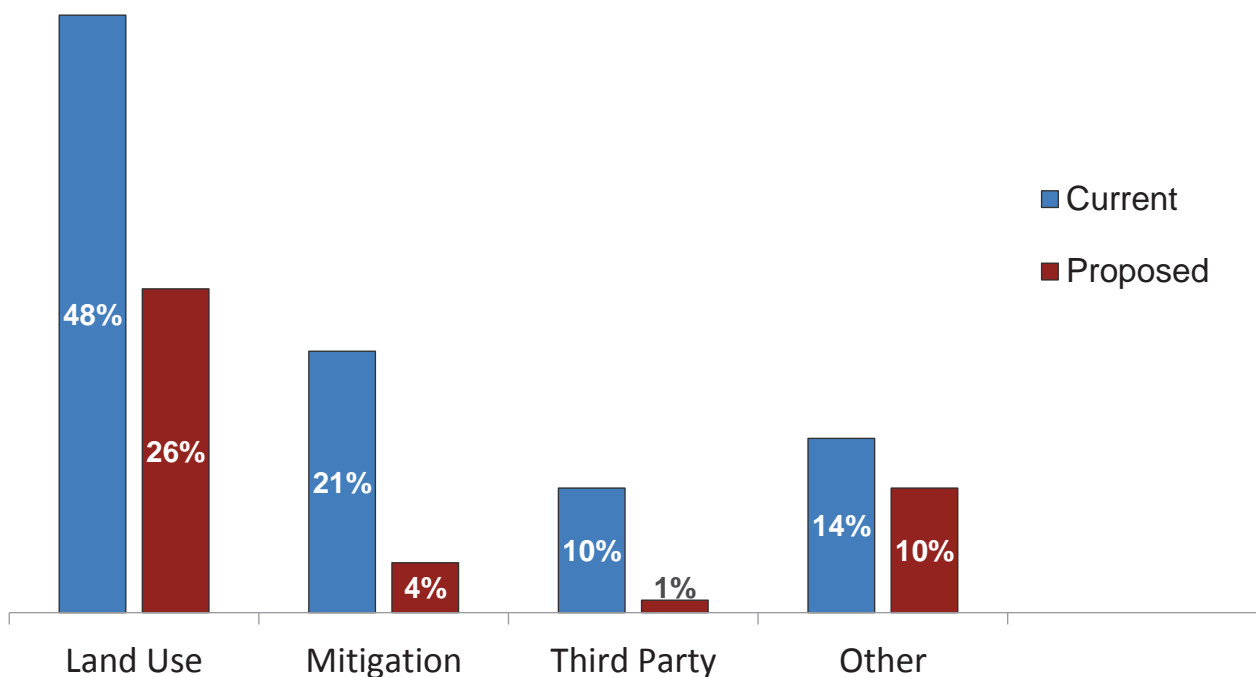
Response Rate:
71%



Jurisdictions with Open Space Programs and Policies by Type

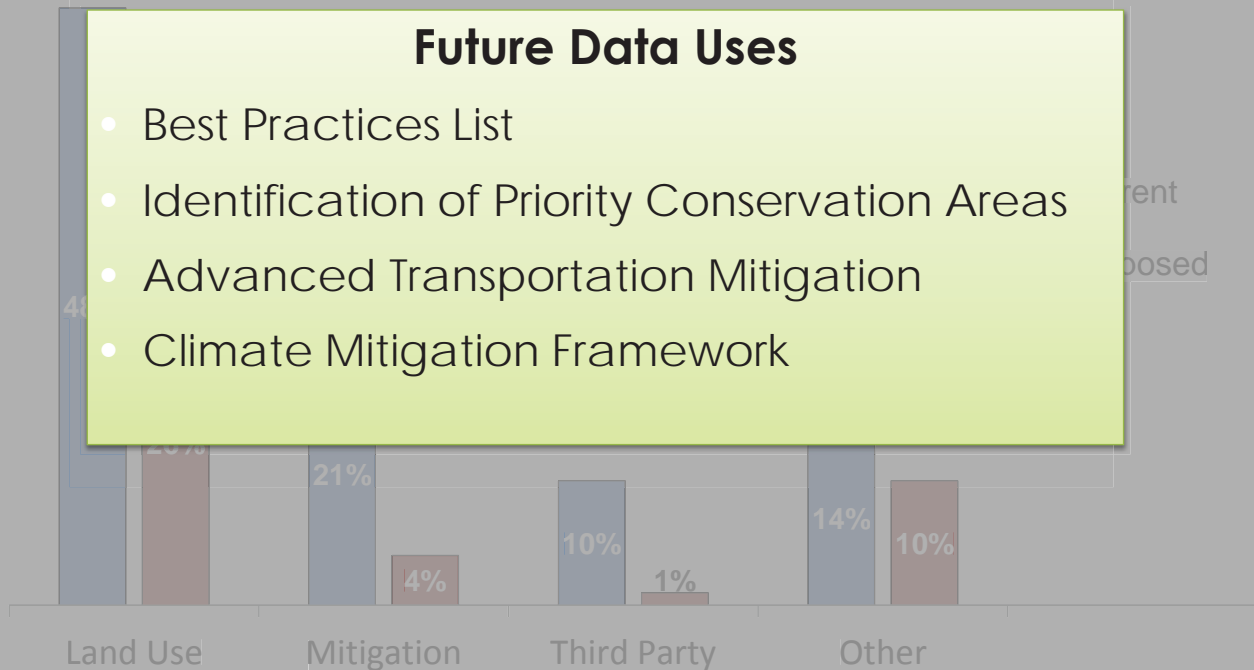
Initial Input Results

Current and Proposed Open Space Program Categories



Initial Input Results

Current and Proposed Open Space Program Categories



Next Steps

**SCAG Staff will continue their outreach
with local jurisdictions**

**Regional Datasets will be finalized
by the end of September**

Questions?

Thanks!!